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Navy News

The Newspaper of the Royal Navy and The Royal Naval Association

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ROYAL NAVY LEAVES 'MOST PROPER PLACE'

Three hundred years' link severed

SHEERNESS YARD CLOSED

THE Royal Navy officially left Sheerness at sunset on March 31, and a ceremony on that date ended the Service's association with the Isle of Sheppey—a link which has existed for more than 300 years.

At the end of the ceremonial closing down Sheerness Dockyard will be controlled by Building Developments Ltd., who have purchased the establishment for use as a trading estate. 'Yard has built a variety of H.M. ships, ranging from brigantines used to suppress the slave trade to 1,500-ton cruisers, and has refitted frigates, submarines and minesweepers.

Royal visitor makes tour of Rorqual

H.R.H. Princess Margaret made a tour of the Porpoise class submarine H.M.S. Rorqual during a visit to the Third Submarine Squadron in the Gareloch on March 29.

Rorqual, 1,700 tons standard displacement, is commanded by Lieut.-Cdr. J. A. G. Evans, Royal Navy.

After an extensive tour of the ship, the Princess returned to H.M.S. Adamant, Depot Ship of the Squadron, for lunch, and at her request H.M.S. Rorqual submerged in view of her.

OFFICER'S DASH TO SICK DAUGHTER

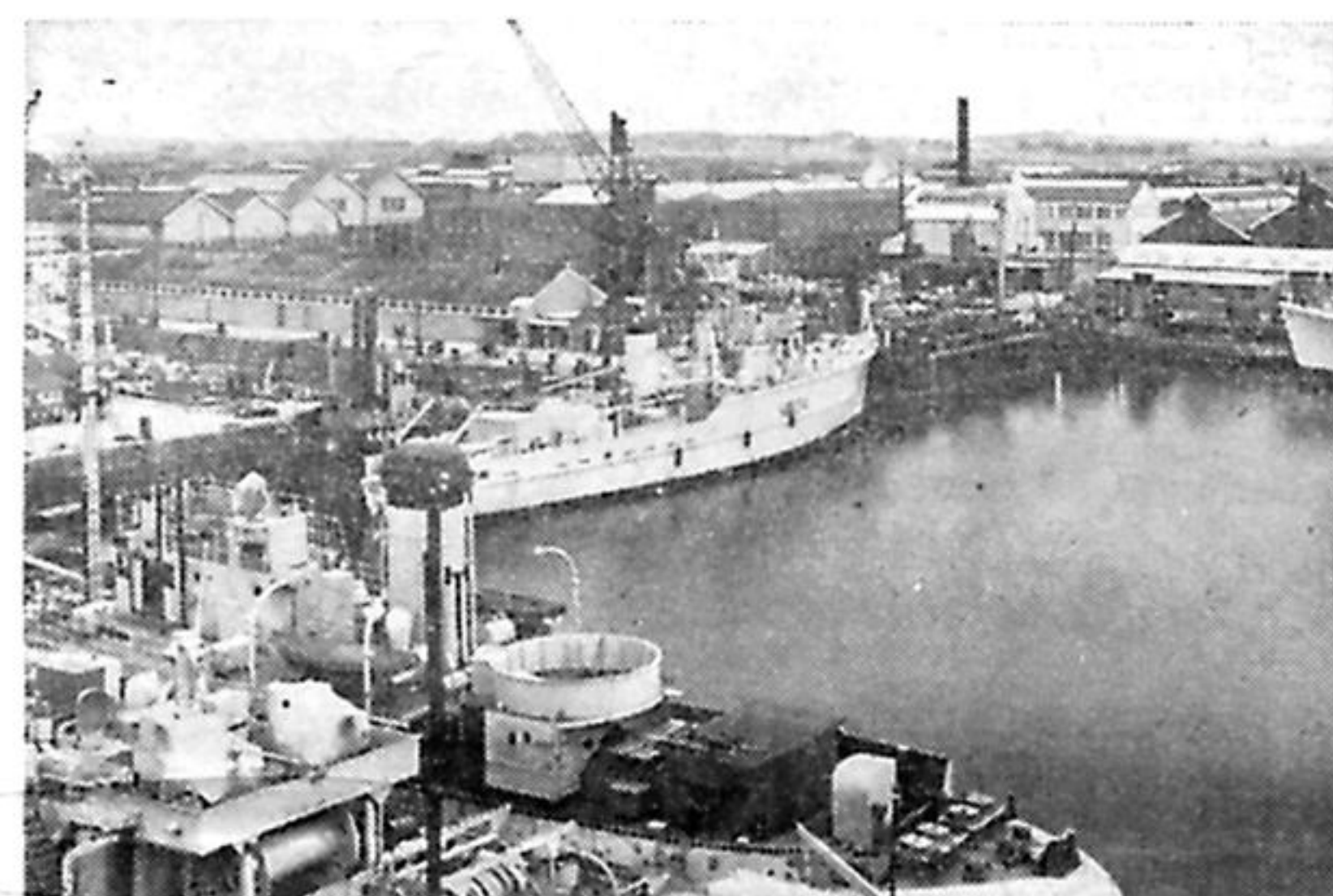
H.M.S. Dainty was one of 30 ships on a N.A.T.O. exercise in the Bay of Biscay when news was received that the daughter of the navigating officer, Lieut.-Cdr. C. Howe, R.N., was seriously ill and the presence of her father at home was necessary.

When the signal from Admiralty was received in the ship, her commanding officer, Captain J. G. Wells, D.S.C., R.N., asked the N.A.T.O. commander, Rear-Admiral C. E. E. Touraille, in the French cruiser Guichen, for permission to leave the force and make for Plymouth at speed. Permission was readily granted.

Bad weather prevented a helicopter from picking up Lieut.-Cdr. Howe from the ship and Dainty made for Penzance, where it was impossible to get ashore and eventually the officer was transferred to a launch in Plymouth Sound and an Admiralty car then made for Portsmouth.

The Dainty had left the N.A.T.O. force on Tuesday, March 29, and Lieut.-Cdr. Howe saw his 2½-year-old daughter Suzanne on the following afternoon.

It is understood that the little girl is responding to treatment.



Sheerness Dockyard—one of the basins

A guard from the Royal Naval Barracks, Chatham, and the band from the Royal Marines School of Music, Deal, paraded at Sheerness while the Union Jack was lowered during the sunset ceremony. The present and last Captain-in-Charge of Sheerness Dockyard (Capt. P. M. B. Chavasse, D.S.C. and Bar, A.D.C., R.N.) gave a short address before relinquishing the command.

THREE HUNDRED YEARS

This simple, short ceremony ended the Naval history of the dockyard. It was in 1665 that an H.M. Dockyard was established as an adjunct to Chatham, although for many years before Sheerness had been used by the Navy for the "careening" of ships.

Samuel Pepys, the then Secretary to the Navy, wrote in his Diary in 1665: "To Sheerness, where we walked up and down, laying out the ground to be taken on for a Yard, to lay provision for cleaning and repairing ships and a most proper place it is for the purpose."

From then on the men of Sheerness Dockyard helped to play their part in Naval history. From 1667, when the first boat was completed there, the

Sir John Hunt at H.M.S. Ganges

SIR John Hunt, K.B.E., D.S.O., Secretary of the Duke of Edinburgh's Award scheme, paid a visit to H.M.S. Ganges on March 17.

Accompanied by Mr. P. Carpenter, the East Anglian Liaison Officer of the scheme, he was met by the Commanding Officer of Ganges, Captain H. S. Mackenzie, D.S.O., D.S.C., Royal Navy.

Sir John spoke to all juniors in the gymnasium and then presented awards to the successful Duke of Edinburgh candidates. Before leaving the establishment he made an extensive tour around the many clubs to see the various activities in progress.

Portsmouth Command beat Home Air Command 8-1 in the Inter-Command Football Cup Final at Portsmouth on March 30.

H.M.S. GAMBIA AT MAURITIUS



A medical officer from H.M.S. Gambia inoculating a child against typhoid in an emergency ambulance station set up in a waiting room at the railway station, Port Louis, capital of Mauritius.

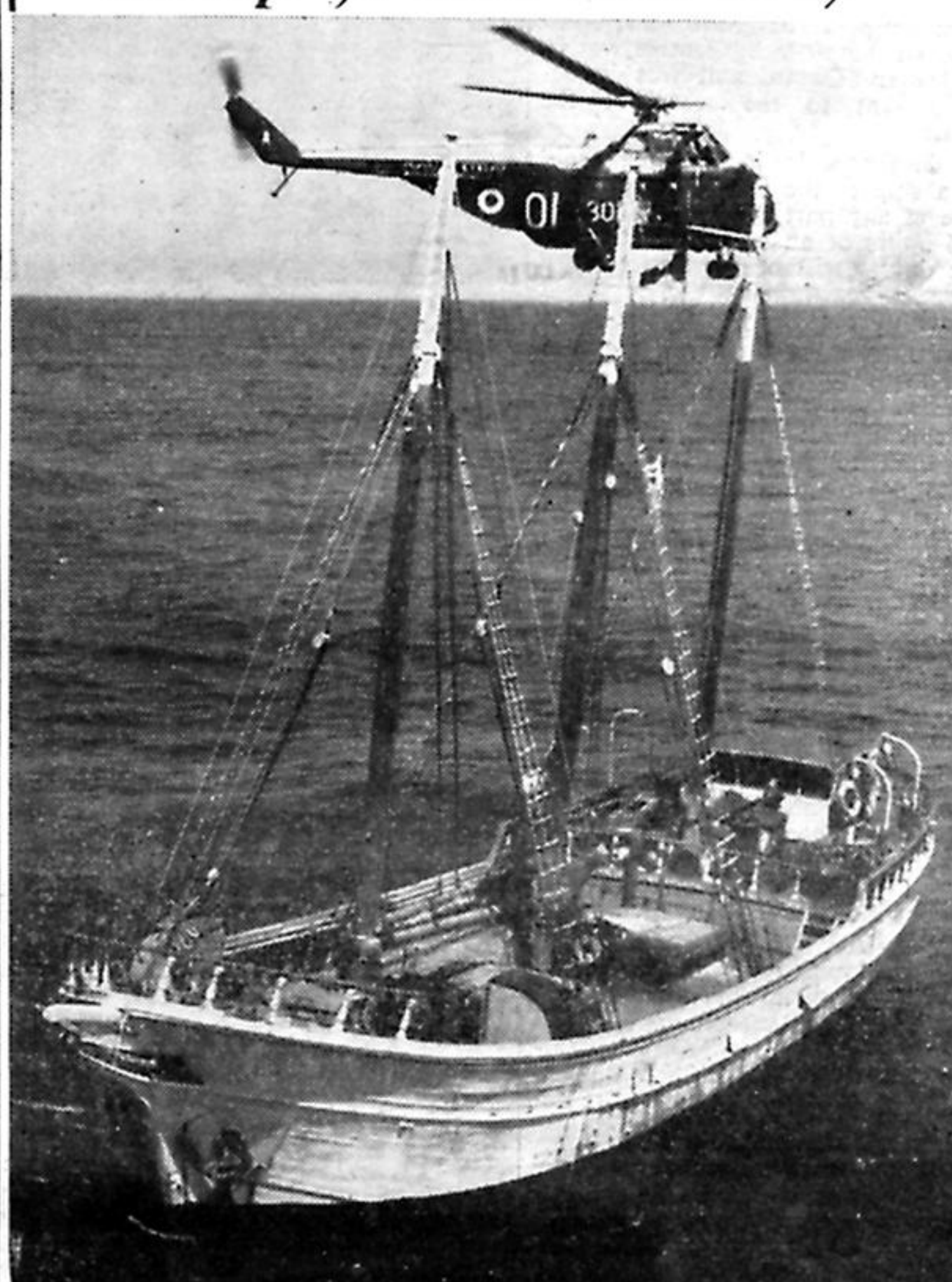
Helps in Repair Work

THE British cruiser, H.M.S. Gambia (Capt. W. J. Munn, D.S.O., O.B.E.), has been helping in the rehabilitation work following the two disastrous cyclones which struck the British island of Mauritius in the Indian Ocean recently.

There were over 1,700 casualties and over 100,000 buildings were reported to have been destroyed or seriously damaged. Approximately 70,000 of the island's population of 600,000 were now in refugee centres and it was estimated that 60 per cent. of the year's sugar crop might have been lost in the disaster.

Men from H.M.S. Gambia have been employed in erecting telegraph poles and repairing cables, making emergency repairs to houses with material taken from disused buildings and carrying out repairs to the Mare Longue Reservoir.

Help from the sky



OVER 100 miles south of Crete the three-masted sailing schooner Georlando from Naples was drifting helplessly with her steering gear gone when she put out her distress call. Nearly 100 miles away the aircraft carrier H.M.S. Albion, taking part in a NATO exercise, sent off Venom and Skyraider jets to find her. As the jets were circling the schooner, the carrier steamed at full speed towards them. Closing to helicopter range the carrier sent off two engineering mechanics to inspect the damage. As the schooner tossed uneasily on a swell, E.Ms. J. M. Binstead, of Swindon, and E. Ferguson, of Belfast, were put down on her deck from the winch. While Binstead stayed with the Italian crew, his shipmate flew back to Albion to make a new part in the carrier's workshop. He flew back with the new steering gear, repaired the damage on board and the two men left the schooner to continue her voyage. With the good luck signals which ended the Navy's help to a ship in distress went four days' rations to a grateful Italian crew who had, among their other troubles, run out of food.

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VIRGINIA TOBACCO AT ITS BEST

WELL MADE • WELL PACKED

Navy News

EDITOR
Lieut. (S) H. R. Berridge, R.N. (Retd.),
Royal Naval Barracks, Portsmouth,
Tel.: Portsmouth 26421 (Ext. 2194)

EDITORIAL

RECENT catastrophes have demonstrated the shortage of Royal Navy ships and how very thinly they are spread throughout the world.

When the second cyclone within a month swept across Mauritius, it so happened that H.M.S. *Gambia* was in the Indian Ocean and was immediately sent to the scene of the disaster.

In days gone by it used to be said that a ship of the Royal Navy could arrive at any part of the world within 24 hours of an occurrence, and in those days, assistance to any country in time of earthquake was regarded as part of the Navy's normal duty.

The material and moral effect of the Navy's presence on such occasions has been tremendous.

In this issue is an account of H.M. ships sent to Agadir. H.M.S. *Tyne* had to go to the scene from Bilbao and H.M.S. *Darlaston*—425 tons full load—from Gibraltar. Both ships did a lot of good and carried much-needed stores, but despite the enormity of the Agadir earthquake, the work these two ships could do was very small, and the aid given was minute when compared with the assistance given in pre-war days in smaller calamities.

Shall we, with our Navy, "cut to the bone," be able, as heretofore, to meet "these commitments"? If we cannot, we shall lose the opportunity of rendering practical help towards countries in the hour of their distress.

The "raison d'être" for the Navy's existence is to deny an enemy the use of the sea and to protect our lifelines, and for this reason exercises "in company" are an essential. The exercises, with such a small Navy, mean that many parts of the oceans are denuded of Royal Navy ships.

Is it too late to maintain some ships for "showing the flag" and acting as sea-police?

The sight of a White Ensign flying proudly from a proud ship in the harbours of the outposts of the world and the visits of the sailors—Britain's best ambassadors it used to be said—would do much to counteract propaganda adverse to Britain.

It would be good training, too, both for officers and men and the expense would be more than repaid in goodwill towards us.

New Commander-in-Chief
Home Fleet

Admiral Sir Caspar John, K.C.B., whose appointment as Commander-in-Chief, Home Fleet and NATO Commander-in-Chief, Eastern Atlantic, in succession to Admiral Sir William Davis, G.C.B., D.S.O., was announced on March 2. Son of the famous artist, Augustus John, O.M., Admiral John, who is 56, was Vice Chief of Naval Staff from May, 1957, until February of this year. He has held many posts in the aviation field, of which he has exceptional knowledge, especially the supply of Naval aircraft.

A TIRESOME FEATURE OF AIR
TRAVEL
REMOVED

A RECENT Admiralty Fleet Order, No. 446/60, gives details of a new scheme whereby naval officers, ratings and their families can go straight home from the airfield at which they arrive from overseas, without having to go

through a dispersal centre. This removes what was regarded by many as one of the most tiresome features of air travel.

In future, only those ratings who were issued with plain clothes from Service sources for the flight will have to go to the Joint Services Air Trooping Centre at Hendon, as the plain clothes have to be returned before proceeding on leave.

DRAFTING FORECAST

AS ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home sea service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.

SUBMARINE COMMAND

H.M.S. *Sea Devil*, April, at Malta for service on Mediterranean Station.

H.M.S. *Alcide*, August, at Devonport, for service in Fifth Submarine Squadron.

GENERAL

H.M.S. *Ulysses*, March 29, at Devonport, for Home Sea Service. U.K. Base Port, Devonport.

H.M.S. *Undine*, April 5, at Portsmouth, for General Service Commission, Home/East of Suez (24 months). U.K. Base Port, Portsmouth.

H.M.S. *Undaunted*, April 5, at Portsmouth, for Home Sea Service. U.K. Base Port, Devonport.

H.M.S. *Blackpool*, April 12, at Chatham, for General Service Commission Home/East of Suez (24 months). U.K. Base Port, Portsmouth.

H.M.S. *Wiston*, April 12, at Port Edgar, for Home Sea Service.

H.M.S. *Rothsay*, April 21, at Glasgow, for General Service Commission, Home/W. Indies (24 months). U.K. Base Port, Portsmouth.

H.M.S. *Loch Ruthven*, April 28, at Devonport, for General Service Commission, Home/Arabian Seas and Persian Gulf (18 months). U.K. Base Port, Devonport.

H.M.S. *Llandaff*, May 1, at Devonport, for General Service Commission Home/East of Suez (23 months). U.K. Base Port, Devonport.

No. 814 Squadron, May 2, at R.N.A.S. Culdrose, for Overseas Service (H.M.S. *Hermes*).

H.M.S. *Orwell*, May 3, at Rosyth for trials.

H.M.S. *Chaplet*, May 3, at Devonport, for Home Sea Service. U.K. Base Port, Devonport.

H.M.S. *Owen*, May 16, at Gibraltar for trials. Commissions, May 3, 1960, for General Service Commission (24 months). U.K. Base Port, Devonport.

H.M.S. *Decoy*, May 17, at Devonport for trials. Commissions July 7 for Home Sea Service. U.K. Base Port, Devonport.

H.M.S. *Parapet*, June 24, at Malta, for Foreign Service.

H.M.S. *Alert*, May 23, at Singapore, for Foreign Service (Far East).

H.M.S. *Rhyl*, May 31, at Portsmouth for trials. Commissions September 29 for Home Sea Service until March, 1961. Then General Service Commission, Home/East of Suez (24 months). U.K. Base Port, Portsmouth.

H.M.S. *Layburn*, end May, at Renfrew, for Home Sea Service (Boom Defence).

No. 825 Squadron, June 1, at R.N. Air Station, Culdrose, for Overseas Service (H.M.S. *Victorious*).

H.M.S. *Solebay*, June 8, at Portsmouth, for General Service Commission, Home/Mediterranean (21 months). U.K. Base Port, Portsmouth.

H.M.S. *Finisterre*, June 8, at Chatham for General Service Commission, Home/Mediterranean (21 months). U.K. Base Port, Devonport.

H.M.S. *Protector*, June 9, at Devonport for General Service Commission Home/South Atlantic and South America (12 months). U.K. Base Port, Devonport.

H.M.S. *Cavalier*, June 24, at Singapore, for Foreign Service (Far East).

H.M.S. *Londonderry*, June 28, at Cowes for General Service Commission Home/West Indies (24 months). U.K. Base Port, Portsmouth.

H.M.S. *Hermes*, June 28 at Portsmouth for General Service Commission, Home/Mediterranean (24 months). U.K. Base Port, Portsmouth.

LETTERS TO THE EDITOR

A TRULY GREAT LADY

MAY I express through your columns an appreciation of a remarkable woman, the late Countess Mountbatten of Burma.

I first met her almost 30 years ago in Malta while serving as a very young "lower decker" under her husband, the then Lieut.-Cdr. the Lord Louis Mountbatten.

She was not merely someone one heard about and saw on occasions from a distance—she was a real person and a friend to everyone with whom she came into contact. We of the Signal Branch always referred to her affectionately as "Edwina." Always the kind word, a joke, and, if needed, a practical expression of sympathy.

Years later, when I was serving again as Chief Yeoman to Lord Louis, then Commander-in-Chief Mediterranean Fleet, she remained the same as ever, and had a unique place in the hearts of all lower deck men with whom she came into contact.

Admirals down to the lowest ordinary seaman will mourn the passing of a truly great lady, Edwina, the uncrowned Queen of the Royal Navy. —J. W. HIRST, Ex-Chief Yeoman, R.N., 59 Fixby Road, Huddersfield.

H.M.S. Centurion

SIR,—I am preparing some notes on the history of H.M.S. *Centurion*

which served in the Royal Navy from 1911–1944.

If any of your readers are ex-members of the ship's company or have any anecdotes, photos, etc., of the ship at any stage of its career, I should be very glad to hear from them. I would particularly like a photo when she became a blockship in the Mulberry Harbour. All replies will be acknowledged and photos, etc., returned.

Yours,

JOSEPH A. YOUNG

45 Harcourt Road, Bristol 6.

AN 'OLD BOY'
RETURNS TO
WHALE ISLAND

AN old boy returned to his school on March 4, when the Rt. Hon. Harold Watkinson, P.C., the Minister of Defence, visited Portsmouth and paid a call on Whale Island to have a look at improvements in his alma mater.

He qualified "Long G" in 1943 as an R.N.V.R. Lieutenant and then had a year as First Lieutenant at Fraser Gunnery Range before the war ended.

The Rt. Hon. Harold Watkinson, P.C., M.P., being received at H.M.S. *Excellent* by Capt. J. S. Dalglish, R.N.



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H.M.S. *Victorious*, June, at Portsmouth, for General Service Commission, East of Suez/Home. U.K. Base Port, Portsmouth.

H.M.S. *Loch Fyne*, July 5, at Rosyth for General Service Commission Home/Arabian Seas and Persian Gulf (18 months). U.K. Base Port, Devonport.

H.M.S. *Lincoln*, July 5, at Glasgow for Home Sea Service. Re-commissions October, 1960, for Foreign Service (Far East).

H.M.S. *Lion*, July 12, at Tyne, for General Service Commission Home/Mediterranean (24 months). U.K. Base Port, Portsmouth.

H.M.S. *St. Brides Bay*, July 18, at Singapore, for Foreign Service (Far East).

H.M.S. *Wizard*, July 19, at Chatham for Trials. Commissions September 13 for Home Sea Service. U.K. Base Port, Devonport.

H.M.S. *Cassandra*, July 19, at Chatham for trials. Commissions July 26 for Foreign Service, Far East.

H.M.S. *Brave Swordsman*, July, at Portsmouth, for Trials and Special Service Squadron. U.K. Base Port, Portsmouth.

H.M.S. *Keppel*, August, at Chatham, for Home Sea Service. U.K. Base Port, Portsmouth.

H.M.S. *Loch Alvie*, August 16, at Devonport for trials. (Commissions September 27 for General Service Commission) (Home/Arabian Seas and Persian Gulf) (18 months). U.K. Base Port under consideration.

H.M.S. *Lewiston*, August 31, at Portsmouth, for Home Sea Service. U.K. Base Port, Rosyth.

No. 893 Squadron, September 1, at R.N.A.S. Yeovilton for Overseas Service (H.M.S. *Centaur*).

H.M.S. *Centaur*, September, at Portsmouth for Home Sea Service. (Commissions December for General Service Commission) (Home/East of Suez) (22 months). U.K. Base Port, Portsmouth.

H.M.S. *Caesar*, September, at Rosyth for trials. Commissions November 8 for Foreign Service—Far East.

No. 813 Squadron, October, 1, at R.N.A.S. Culdrose for Overseas Service (H.M.S. *Hermes*).

H.M.S. *Duchess*, early October, at Portsmouth for trials. (Commissions January, 1961, for General Service Commission, Med./Home, 24 months). U.K. Base Port, Portsmouth.

H.M.S. *Diana*, October, at Devonport for trials. (Commissions January 1961, for General Service Commission, Med./Home, 24 months.) U.K. Base Port, Devonport.

H.M.S. *Diamond*, October, at Chatham for trials. (Commissions January, 1961, for General Service Commission, Med./Home, 24 months). U.K. Base Port under consideration.

H.M.S. *Caprice*, October, at Singapore for Foreign Service (Far East).

H.M.S. *Crane*, October, at Singapore for Foreign Service (Far East).

H.M.S. *Plymouth*, December, at Devonport for trials. Commissions April, 1961, for General Service Commission, Home/Med. (23 months). U.K. Base Port, Devonport.

H.M.S. *Leopard*, December at Portsmouth for General Service Commission, Home/South Atlantic and South America (24 months). U.K. Base Port, Portsmouth.

H.M.S. *Anzio*, January, at Malta for Foreign Service (Amphibious Warfare Squadron).

H.M.S. *Loch Insh*, January 10, at Rosyth for General Service Commission, Home/Arabian Seas and Persian Gulf (18 months). U.K. Base Port, Devonport.

H.M.S. *Whirlwind*, mid-January, at Rosyth for trials.

H.M.S. *Battleaxe*, January, at Portsmouth for General Service Commission, Med./Home (24 months). U.K. Base Port, Portsmouth.

H.M.S. *Crossbow*, January, for General Service Commission, Med./Home (24 months). Place of commissioning and U.K. Base Port under consideration.

H.M.S. *Belfast*, February, at Singapore for Foreign Service, Far East.

H.M.S. *Troubridge*, February, at Portsmouth for General Service Commission, Home/West Indies (24 months). U.K. Base Port, Portsmouth.

H.M.S. *Cook*, February, at Singapore for Foreign Service.

Motoring Notes

"Let the buyer beware"

SECOND-HAND CAR-BUYING SEASON

BY the time these notes are published the Easter holidays will be almost upon us. As this time of the year is the beginning of the second-hand car-buying season, to which many readers will succumb, let me warn you again of some of the pitfalls.

(a) Pre-war cars of the normal bread-and-butter type should be avoided. Very few of these are worth more than £50. For example a 1939, 2½-litre Jaguar in good condition is worth about £45.

(b) Don't buy rust, even in a modern car.

(c) Remember that the value of a car is what you can sell it for as soon as you have bought it, so don't be caught for a "sucker." The legal phrase "caveat emptor," meaning "let the buyer beware," will be thrown at you in court if you are swindled and seek legal redress.

(d) Remember that if your car is unfortunately wrecked in an accident and has to be written off, all you will receive from the insurance company is the current market value as assessed by their professional advisers. If you have paid too much for the car it will be your misfortune and you will not get your money back.

LEARNER DRIVERS

For many learners the main stumbling block of the driving test is the oral examination. I have just read the latest edition of "The Learner Driver's

Oral Guide to the Ministry of Transport Driving Test," which should help learners to pass their test. It is compiled by Cdr. C. L. A. Woolland, R.N., of "Evenkeel," Dorset Lake Avenue, Parkstone, Dorset, and can be obtained direct from him or from W. H. Smith & Sons Ltd. The price is 1s. plus postage, and is well worth the money.

HIGH OCTANE PETROL

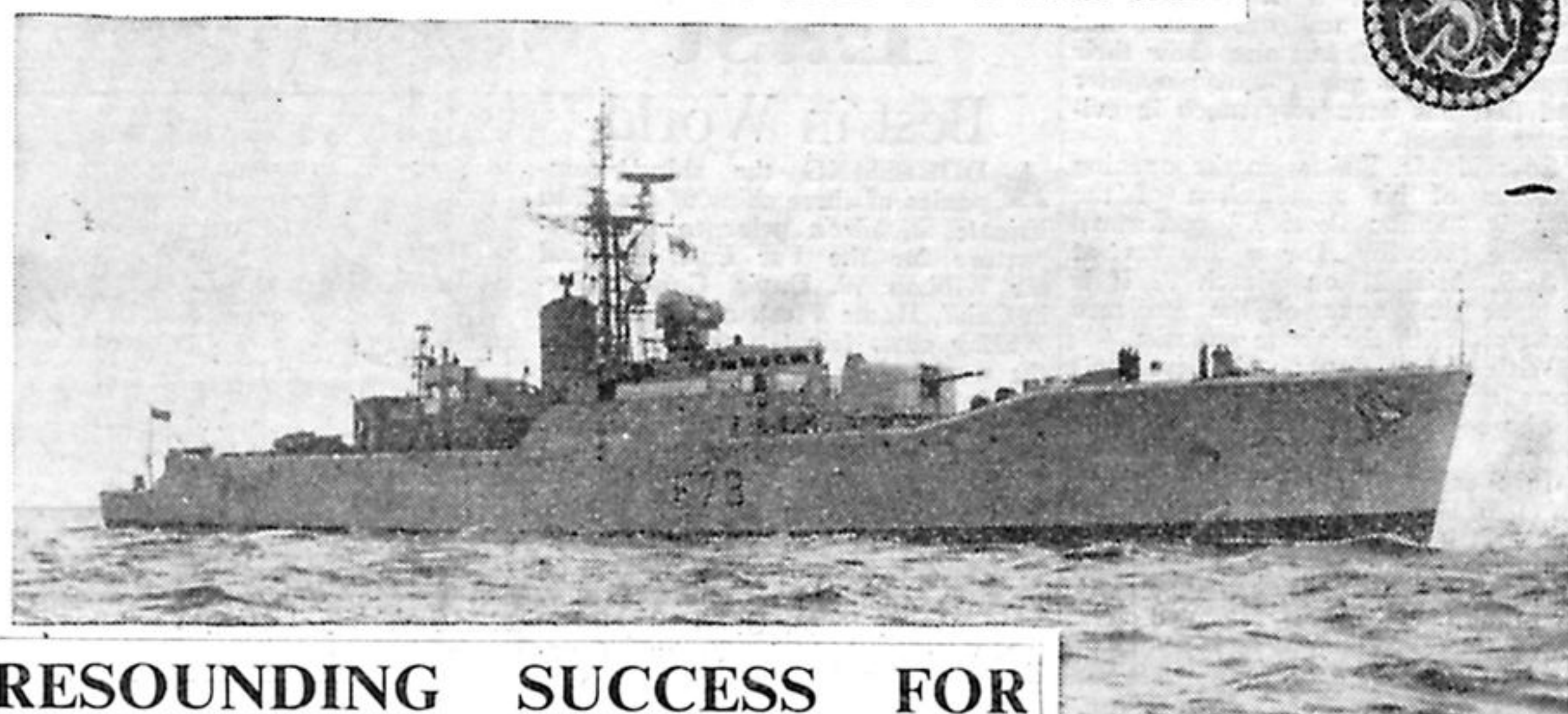
Some readers seem to be under the impression that because "premium" grade fuel is advised for their cars they are intended to use the 100 octane grade costing 5s. The low compression engines, such as the Ford Popular and similar cars, will run quite happily on the ordinary grade fuel at 4s. 3d. Modern cars with higher compressions, such as Austin A35 and A55, Hillman Minx, Morris, Standard, etc., require the normal "premium" grade at 4s. 9d. The 100 octane at 5s. is only required in high performance cars such as the Austin Healey 100, but not the "Sprite," and even then it isn't essential.

Why waste your money?

A. E. MARSH

SHIPS OF THE ROYAL NAVY

No. 53 H.M.S. EASTBOURNE



RESOUNDING VERNON PLAYERS

THE Vernon Players' production of the Naval comedy "Off the Record," by Ian Hay and Stephen King-Hall, was a resounding success. The Naval audiences could hardly fail to enjoy the play, written about Naval life, by a famous Naval personality.

This in no way detracted, however, from the excellence of the performance

SUCCESS FOR

by a well rehearsed cast, skilfully directed by Lieut.-Cdr. J. Streatfeild-James.

Tony Morrison and Ronald Sonnet gave sound interpretations of a Naval commander and an M.P., while Isobel Tavash and Pat Whittle looked after their amorous interests with considerable charm and devilment. The Admiral (Peter Silverton) and his flag-lieutenant (Christopher Rose) formed a splendid comic team.

Mr. Cecil Bellamy, the adjudicator of plays in this year's Royal Naval Drama Festival, spoke highly of the authentic scene painting "the sets (executed by Bob Crabtree and staff) were admirably, artistically, absolutely right."

He praised the players, who had surmounted most of the difficulties of presenting farce—one of the most tricky facets of theatre to interpret successfully. "Excellent teamwork" and "good pace" were evident in a "very enjoyable evening's theatre."

H.M.S. Eastbourne, leader of the Fourth Frigate Squadron, at present in the Mediterranean on the foreign leg of a General Service Commission is an anti-submarine frigate of the Whitby Class.

Built by Messrs. Vickers-Armstrongs Ltd., Tyne (completed at Barrow), H.M.S. Eastbourne was launched on December 29, 1955, and completed on January 9, 1958. Displacement is over 2,800 tons (full load). Length (o.a.) is 370 ft., breadth 41 ft.

Her guns are two 4.5 in. (twin turret) and two 40 m.m. Bofors A.A. (twin). Her anti-submarine weapons are two Limbo three-barrelled depth charge mortars.

Complements of Whitby Class Frigates are nine officers and 180 ratings in leaders and seven officers and 145 ratings in others.

Whitby class frigates are all welded and with their high fo'c'sles and clean lines are exceptionally dry. The bridge is enclosed and the operations room is the finest ever put into a small ship.

Escort maintenance ship ready for service with the fleet

H.M.S. HARTLAND POINT FOR FAR EAST STATION

Remote control to main engines

H.M.S. Hartland Point, the first of a class of four ships being converted for escort maintenance duties, completed at Chatham on April 1, 1960. Ships of this class are intended to assist destroyers and frigates with maintenance and repair with the object of making them independent of dockyard facilities between refits.

"Help" is given in three main ways: (a) By providing power and services, including steam for domestic purposes, fresh and distilled water along with bread and provisions; (b) By providing skilled manpower of every branch and trade to assist with maintenance; (c) By providing workshop facilities and spare parts. Up to four escorts can be accepted alongside at any given time.

The ship is provided with a 12-ton crane forward, two five-ton derricks amidships and two five-ton cranes aft. They are sited so that each workshop and store likely to handle heavy or bulky gear can be plumbed through large hatches, by one or more of these cranes and derricks. A transporter rail and travelling (traveller) block enables heavy weights to be transferred along the upper deck between the forward and after cranes.

Other facilities include diving gear, medical and dental services, portable self-contained equipment such as welding plant and air compressors for use in ships berthed away from the maintenance ship. A set of compartments are fitted to provide a realistic training for escorts' anti-submarine teams. In a ship of this size it is not possible to fit all the things one would like to have; but a considerable effort has been made to achieve a fair compromise. Experience will no doubt

show whether adjustments will have to be made in future maintenance ships

COMPLEMENT

The complement includes 24 officers and 416 men. Many of the officers have a dual duty—for their own ship and for escort maintenance. Of the ratings, 133 are specifically borne for maintenance and repair duties: i.e. manning the workshops and for working parties in the escorts.

A high degree of atomic protection has been built in, and virtually the whole ship can be closed down to form a gas citadel. Automatic boiler control is fitted which, together with remote control to the main engine and essential auxiliaries, will enable the machinery space to be evacuated and closed down if steaming through radioactive fall-out.

The ship's appearance has been changed considerably both inside and outside during modernisation. Hammocks have given way to modern bunks for the entire ship's company. An excellent cafeteria, which provides a wide variety and choice of food, replaces the old system of "Broadside" messing.

The tall slender funnel and forests of masts and derricks have been replaced by a squat streamlined funnel, single lattice mast and efficient-looking

cranes. Hartland Point, with her "New Look" both inside and out, will soon become a familiar sight on the Far East Station which she joins shortly.

H.M.S. Hartland Point was built in 1945 by Burrard Dry Dock Company in Vancouver, Canada. The design is that of a wartime 10,000-ton "Victory" ship; but it was adapted and fitted out as an L.S.T. maintenance ship. Having served in the Pacific during the immediate post-war period, she came to the United Kingdom and carried on her maintenance role in the Clyde until 1952 when she had a refit and was placed in a state of preservation.

THREE-YEAR REFIT

In 1957 Hartland Point entered Chatham Dockyard for conversion and modernisation into the prototype Escort Maintenance Ship. During this long period large-scale alterations and renewals have been carried out, in fact so much so, that the ship scarcely resembles her former self. Hartland Point is now designed to maintain destroyers and frigates of all classes. Maintenance in this instance means the examination and repairs which arise between refits in a dockyard. Heavy repairs, arising out of accidents or action-damage, are beyond the designed role. Nevertheless the facilities provided should enable extensive emergency repairs to be undertaken.

H.M.S. Hartland Point is commanded by Capt. F. W. Hayden, D.S.C., R.N.

New sea-training tender for Solent division

THE coastal minesweeper, H.M.S. Boulston, changed her name on Tuesday, March 15, when she entered Southampton Docks. She became H.M.S. Warsash.

Warsash is the name given to the sea-training tender to Solent Division R.N.R. Boulston replaces in this capacity H.M.S. Alfriston, which bore the name of Warsash from 1955 until last year.

The new Warsash came from Chatham, where she had been refitted and re-engined in H.M.S. Dockyard, to Portsmouth for sea trials, before proceeding to Southampton. She has a full training programme arranged for the summer. Manned by R.N.R. officers and ratings, she will put to sea nearly every week-end until October. She will also take part in N.A.T.O. or R.N.R. minesweeping exercises during three 14-day training cruises.

The engine room staff of Solent Division have been introduced to the type of engines fitted in the new ship in H.M. Ships Sheraton and Bossington. These ships have spent recently two week-ends working out of Southampton for this purpose.



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ROOTES WORLD-WIDE OVERSEAS DELIVERY PLAN

Vivacious 19-year-old Valerie Hill in the costume she wears in "Foreign Bodies," a trio in the 28th anniversary production at London's famous Windmill theatre. Valerie, born at Cardiff on July 19, 1940, left the Windmill in 1957 and for two years was in Paris, first at the Nouvelle Eve and then a Bluebell Girl at the Lido. A blonde with blue eyes, her measurements are 34", 22", 36".

Sailor Beware

"I WOULD say that the entire cast has succeeded in one important measure in that it is essential of comedy that the audience should not only appreciate it but also show their appreciation in good hearty laughter and that has been very much in evidence tonight."

So said Mr. Staines in the opening remarks of his adjudication of the comedy "Sailor Beware," performed by the Worthy Down Players at H.M.S. Ariel II on March 8. It is thought that none of the audience disagreed with the above remarks.

Without a doubt the evening's honours went to the ladies of the cast—who kept the dialogue going at a fast pace.

In thanking the adjudicator, Capt. A. G. B. Griffith, R.N., referred to the fact that it would be the last occasion on which a Naval entertainment would be performed at H.M.S. Ariel II, Worthy Down.

Guard for de Gaulle

THE Portsmouth Command provided 200 ratings and Royal Marines for street-lining duties in London on the occasion of the official visit of President de Gaulle to Britain.

The contingent was commanded by Lieut.-Cdr. J. C. Waters, R.N., of the Royal Naval Barracks, Portsmouth.

The Portsmouth Royal Marine Band also took part in the duty.

Fifth Frigate Squadron sails for Far East

Best in World

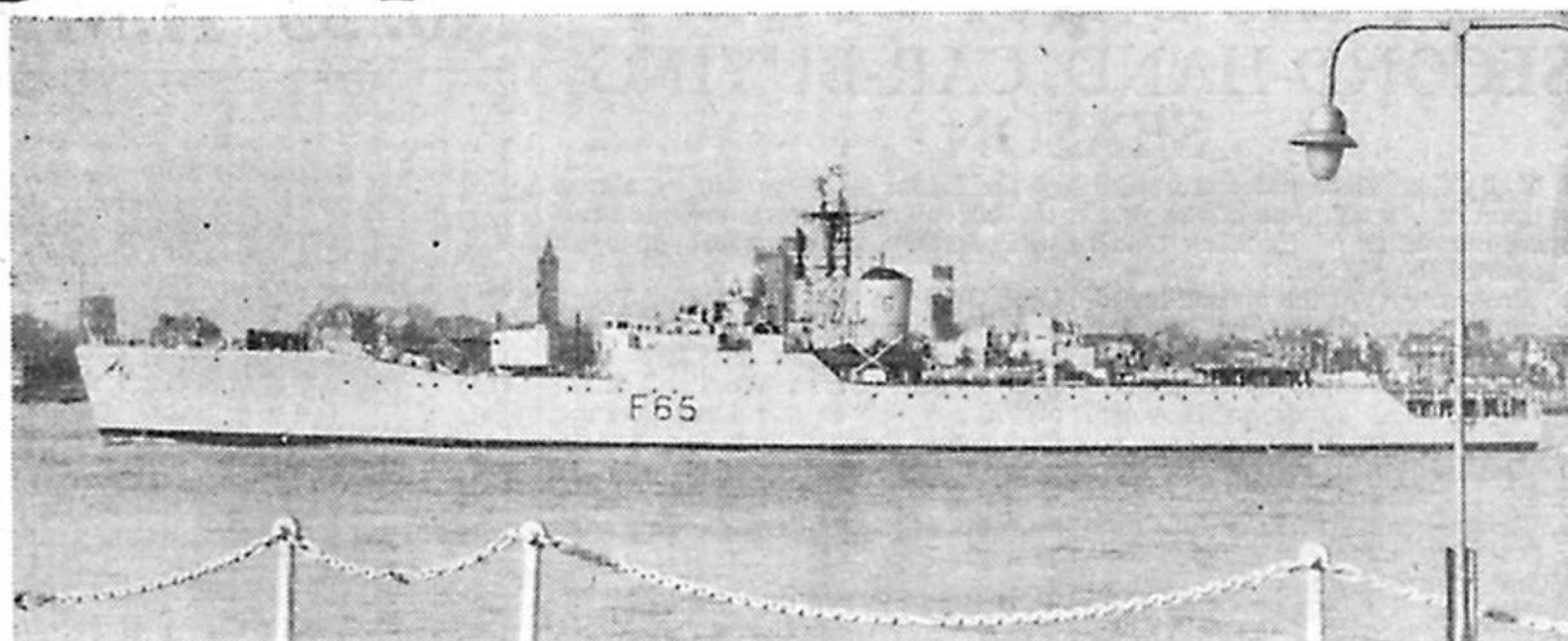
ADDRESSING the ships' companies of three ships of the Fifth Frigate Squadron prior to their departure for the Far East, Admiral Sir William W. Davis, Commander-in-Chief, Home Fleet, referred to the Whitby class frigates as the best in the world.

Admiral Davis went on to say that "now their teething troubles are over they will go from success to success."

The three ships which left Portsmouth on March 4 were H.M.S. Scarborough, the leader (Captain J. C. Bartosik, D.S.C., R.N.), Captain 5th Frigate Squadron, H.M.S. Torquay (Commander B. H. G. M. Baynham, R.N.), and H.M.S. Tenby (Commander D. E. Parker, R.N.). The fourth ship of the squadron, H.M.S. Salisbury, joined the others at sea.

The Whitby class anti-submarine frigates (2,800 tons full load, all 18 of them named after seaside resorts and coastal towns, are considered to be the most useful class of small ships yet put into service with the Fleet.

They have the latest equipment for hunting and killing submarines and facilities for directing anti-submarine aircraft.



H.M.S. Tenby leaving Portsmouth on March 4 for the Far East. This picture was taken from Marlborough Pier, H.M.S. Vernon

Course for promotion to Supply Sub-Lieutenant upper age fixed

A RECENT Admiralty Fleet Order introduced revised qualifications for recommendations and promotions to Supply Sub-Lieutenant. Of these, the most significant change is the introduction, for the first time, of an upper age limit, designed to encourage younger candidature.

This limit has been set at 34 as for other branches, but in order not to penalise possible older candidates, the maximum age for promotion will be lowered gradually.

Until March 31, 1962, there will be no upper age limit. From April 1962 to March 1963 the upper age limit will be 38. From April 1963 until March 1964 the upper age limit will be 36, while, from April 1, 1964, the upper age limit will be 34. The minimum age for promotion will be 25.

Although the present educational qualifications remains unaltered, changes have been made in the method of obtaining the professional qualification for promotion. Existing professional examinations, or courses and examination, will be replaced by a "preliminary professional qualification" which will enable ratings to qualify for Petty Officer and for S.D. candidature at the same time.

Ratings will be eligible to apply to be considered as a candidate for promotion as soon as they have reached the age of 24 and have obtained EITHER their preliminary professional qualification or have qualified educationally. When fully qualified and after PROVISIONAL selection for promotion based on half-yearly recommendations by Commanding Officers, selected candidates will undergo an intensive pre-qualifying course of one term's duration at the R.N. Supply School, which will be the final test of fitness for promotion.

As the commencement of the revised professional regulations varies between the different branches of the

Supply specialisation, intending candidates are advised to study A.F.O. 355/60 to see how the changes affect them.

Although these changes may be viewed with some apprehension by the older members of the Supply branch it must be realised that this is a long term policy and in the long run can bring only benefit to the Branch as a whole, with the increased scope for earlier promotion to officer status.

TWO CENTURIES OF HATS

THE meeting of the Royal Naval Friendly Union of Sailors' Wives, North End branch, held in Fisher Hall, Whale Island, on March 1, was "guest" afternoon, members being invited to bring a guest.

The North End branch was delighted to have Lady Power, wife of Admiral Sir Manley Power, Commander-in-Chief of Portsmouth, as chief guest, and she was welcomed by the chairman, Mrs. Dalglish. Several members of the Havant branch were also welcomed.

A most interesting talk on the history of hats was given by Mr. Cooper, illustrated with sketches going right back to the Middle Ages, and he also produced several genuine original model hats of different periods dating back as far as 1760. These hats were charmingly shown by his model, Olga.

A vote of thanks was proposed by Mrs. Hussey.

The cake-making competition was judged by Miss Lawrence, Mrs. Buckle being the winner and Mrs. Kemp the runner-up.

Mrs. Oakford won the raffle.

Capt. J. S. Dalglish, R.N., Captain of H.M.S. Excellent, formally opened the first of the modernised junior ratings' living blocks at Whale Island on April 4.

Friendly Wives present at funeral of Countess Mountbatten

IN time to be added to our lists of "holiday ideas" the programme of the Vernon branch of the Royal Naval Friendly Union of Sailors' Wives meeting on March 2 was a selection of films given by the Southdown Motor Co. Ltd. Travelling through parts of Italy, Switzerland, Holland and Ireland, they proved very enjoyable—especially as it was a cold, decidedly wet afternoon outside!

The vice-chairman, Mrs. Watson, welcomed all members and their guests and reminded them that members are allowed to bring one guest to each meeting.

At the end of the programme Mrs. Bartlett gave a vote of thanks to Mr. Chisman of the Southdown Motors, and Mrs. Bird and the tea committee served tea. The draw, run by Mrs. Brewer, was won by Mrs. Bradlaugh and Mrs. Vicary.

With representatives of other branches, three of our members attended the funeral of Countess Mountbatten, our former President, on February 25. A last tribute to one who had done so much for the Union of Friendly Wives.

SEWING MEETINGS

As usual, sewing meetings are held at the Captain's House on the last Wednesday of each month at 2.15 p.m., and all members are welcome.

FILM RELEASES TO THE FLEET

"Please Turn Over," Domestic Comedy, Julia Lockwood, Jean Kent, Ted Ray. "Don't Panic Chaps," Service Comedy, Dennis Price, George Cole, Nadia Regin. "It Started With A Kiss," Marital Comedy, Glenn Ford, Debbie Reynolds, Gustavo Rojo. "The Blue Angel," Romantic Melodrama, Curt Jurgens, May Britt, Theodore Bikel. "The Jay Hawk," Western, Jeff Chandler, Nicole Maurey, Fess Parker. "Our Man In Havana," Satirical Comedy, Alec Guinness, Maureen O'Hara, Noel Coward.



Capt. J. S. Dalglish, R.N., Captain of H.M.S. Excellent, was presented with his medal for the winning rifle team by Mrs. Dalglish

Good results at Excellent's rifle meeting

THE "Excellent" Rifle Meeting was held on March 14 and 15 in preparation for the Port Rifle and revolver Meeting. A very fair number of competitors entered the Rifle 130,

Pistol 110, and Sten 80 events and very satisfactory standards were achieved, helped by favourable weather on the second day.

The new pattern "Crouching Man" targets were used conforming with the targets to be used at Bisley this year for the first time.



"—and hunger, not of the belly kind that's banished with bacon and beans, But the gnawing hunger of men for A home and all that it means. (APOLOGIES TO THE LATE DAN MCGREW)

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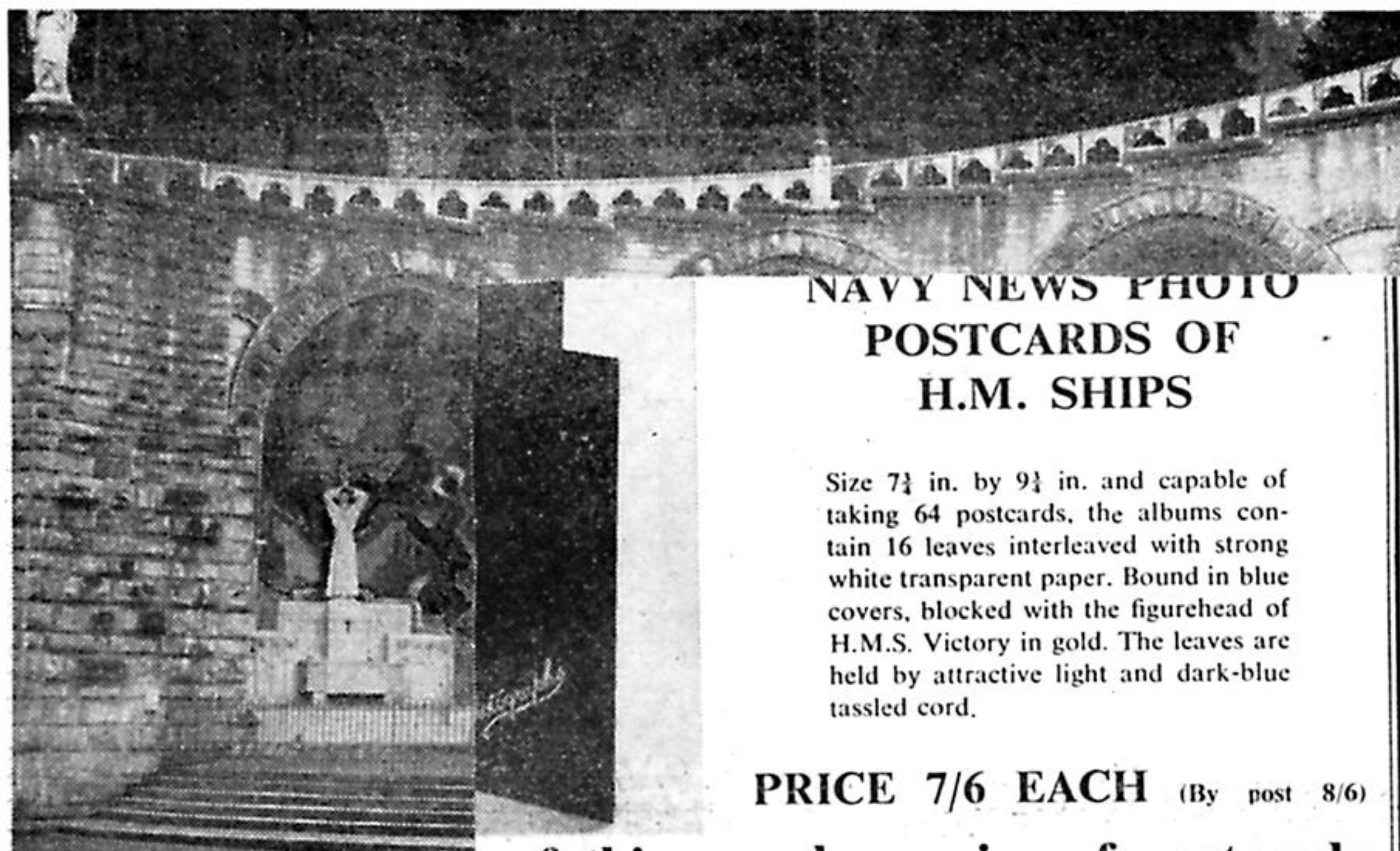
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John English will be pleased to answer your queries. A stamped addressed envelope will be appreciated.

PLEASE could you give me any information as to whom to contact re purchasing a boat from Sheerness or Chatham dockyards if possible as they are closing down?

Is there a sale or can one view and buy privately?

Is there a list of any surplus boats? What is required is something suitable for fishing—not a battleship!

Thank you for your letter about buying a boat from Sheerness or Chatham Dockyards. The former has indeed closed down, but Chatham Dockyard is still very much a going concern, and I know of no plans to close it.

I suggest you write to the Superintendent Naval Store Officer, H.M. Dockyard, Chatham who will be able to give you information of any boats available for sale.

COUNCIL HOUSES

Can you assist me to trace an old Admiralty Fleet Order relating to the position Service families stand in with regard to Council houses? I believe the A.F.O. is in the form of a Government letter to Local Councils re the housing of Service families.

My family are due home in August this year and according to the last letter I received from my local council, I haven't an earthly chance of getting any accommodation then, or for another two years, I wish this information so that I can write to my M.P. to see if he is able to solve this problem.

I feel sure that after 19 years' service I should get a little co-operation, plus the fact that this is the first time my wife has left the locality.

You have quoted the correct A.F.O., of which there is probably a copy in your ship, but I should advise you that A.F.O.s are RESTRICTED and therefore their contents may not be communicated to anyone outside the Service, including M.P.s.

In any case from what you tell me, it would appear to be a little premature to approach your M.P. on this problem. You will probably know very well that most councils have long waiting lists for their houses. It does not seem particularly unreasonable

that you should have to wait two years from your return to U.K. to be allocated a house—presumably there just will not be one available until then.

If you applied to have your name put on the roster for a house some time ago, and the council refused to keep it on the roster whilst you were away on duty you may have some cause for complaint.

However, I understand that local councils are not obliged to keep families on their waiting lists when the whole family, and not just the husband, are abroad, or even just away from the area for which the council is responsible.

Your best course would now be to see your Divisional Officer and ask him to check the A.F.O. with the Captain's secretary. He, having your story at first hand will be able to decide whether there is any injustice in your case, and if there is, he will advise on what next to do.

COMMUTATION AND RESETTLEMENT GRANT

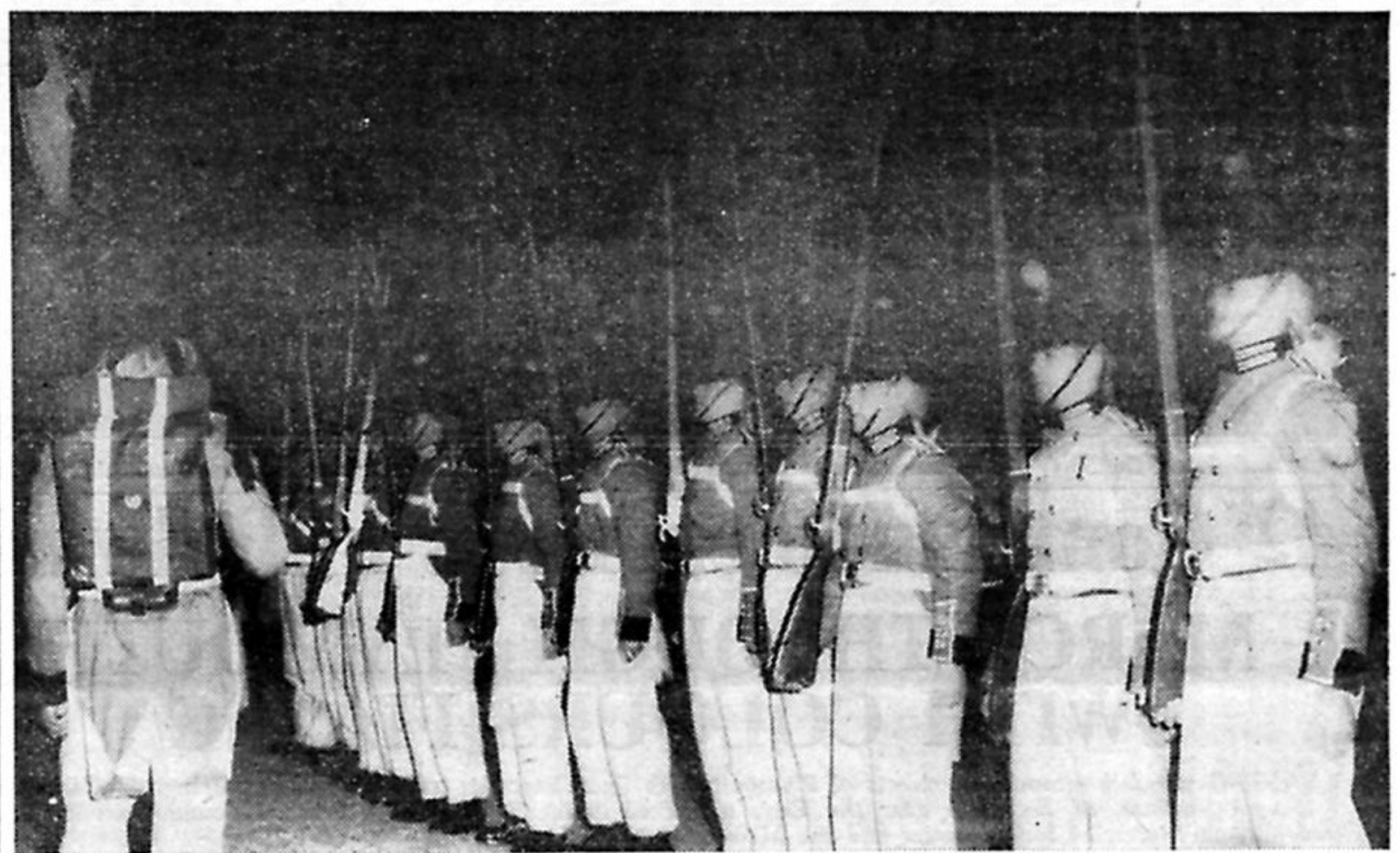
Would you please send me details on: (a) Commutation of pension and (b) the date on which the £250 extra gratuity ends?

I enclose a pamphlet which contains details on commutation of pension. You will notice in particular that you should not make any application for commutation of pension until about a month before your discharge date, or preferably, until you have actually gone to pension.

No date for the ending of the special resettlement grant of £250 has yet been published. However, it was made clear that the "run-down" period during which the grant would be payable would last about five years, and those who completed their engagements after April 4, 1957 would be eligible. It would therefore be unwise to expect payment of the grant if your time expires after March 31, 1962.

GRATUITY

I am due for discharge on November 2, 1960 when my term of engagement (Continued in column 3)



A light-hearted display of 19th century drill was one of the highlights of 45 Commando's "Farewell Tattoo" in Malta (Official Army Public Relations photograph by L./Cpl. Parsons, R.A.O.C., Malta)

No. 45 Commando Royal Marines present 'Farewell Tattoo' END OF EIGHT YEARS SERVICE AT MALTA

TO mark the end of eight years' service on the sunny Mediterranean island of Malta, 45 Commando Royal Marines, (which is shortly to leave Malta for Aden), presented a "Farewell Tattoo" at St. David's, Imtarfa, on February 20.

The floodlit Tattoo was staged on the main parade-ground, and was witnessed by about 1,000 specially invited guests, chief among whom were the Governor of Malta (Sir Guy Grantham) and the Commander-in-Chief, Mediterranean (Admiral Sir Alexander Bingley).

Everyone agreed on the enormous success of the event, even though the organisation and training for the various displays had been done in a period of intense activity at St. David's. The Commando's advance party was due to leave Malta less than two weeks after the Tattoo, and the event had to be fitted into a programme of intensified troop training, re-painting and preliminary packing.

The Tattoo included all the splendour that the Royal Marines are capable of supplying, including the smartness of a drill squad and the magnificent colour of the massed bands and buglers of the 3rd Commando Brigade and the Commander-in-Chief, Mediterranean.

Capt. L. Wild, R.M., of Ivybridge, Devon, was in charge of the production.

There was a display of modern arms drill carried out by a squad without any words of command (under the direction of R.S.M. McDonnell of Birkenhead), and also a light-hearted display of 19th Century drill. These ranks wore uniforms of the year 1805. During this phase the ranks lining the arena were dressed in the period 1664—the year the Corps was formed.

A physical training team demonstrated the art of judo and unarmed combat, while the Motor Transport Platoon, directed by Lieut. Othway-

Ruthven, R.M., of Eastney, Portsmouth, illustrated the versatility of the Platoon in today's fast-moving Commando.

A comical note was struck by "St. George and the Dragon," a re-enactment of the famous tale, with horses, donkeys, villagers in sackcloth, and of course, the bad old dragon breathing fire and smoke.

This proved a great favourite with hundreds of orphans, Scouts and

schoolchildren, who joined Service families and children at a full dress rehearsal two days before the big event. The children sat in the stands and had a grand view of what went on. After the Tattoo they were treated to tea and buns.

To end the Tattoo there was a Commando march-past followed by the Grand Finale.

45 Commando is expected to be in Aden in its entirety by the Spring, about the same time that Britain's first Commando carrier, Bulwark, with 42 Commando on board, arrives in the Mediterranean.

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RESERVE FLEET

H.M.S. Sheffield is to be the flagship of the Flag Officer commanding Reserve Fleet at Portsmouth. Sheffield replaces H.M.S. Vanguard on June 8.



H.M.S. Bulwark the Navy's first Commando carrier sailed from Plymouth on March 14 having embarked 42 Commando

42 Commando embarks in Bulwark MARCH THROUGH PLYMOUTH WITH COLOURS FLYING

HAVING paraded through the streets of Plymouth with fixed bayonets and with colours flying, 42 Commando, Royal Marines, of Bickleigh near the City, embarked in the Royal Navy's first Commando carrier, H.M.S. Bulwark, on March 14 for Gibraltar and the Mediterranean.

Eventually the ship is bound for Singapore where she will be attached to the Far East Fleet.

The ceremonial march through the

ines, Plymouth, Major-General M. C. Cartwright-Taylor were with the Lord Mayor.

The parade was led by the Royal



No. 42 Commando exercising the privilege of marching through the city of Plymouth with fixed bayonets and colours flying

city centre was headed by the Commanding Officer Lieut.-Colonel R. D. Crombie, Royal Marines, and the salute at the city flag staff was taken by the Lord Mayor of Plymouth, Alderman P. N. Washbourn.

The Commandant-General, Royal Marines, Lieut.-General I. H. Riches, and the Major-General, Royal Mar-

ines Bands of the Commander-in-Chief, Plymouth Command, and H.M.S. Raleigh with the Corps of Drums of the Royal Marines' Barracks, Plymouth.

The Queen's Colour was carried by Lieut. J. E. C. Hardy, Royal Marines, and the Regimental Colour, Lieut. P. Goodlet, Royal Marines.

The First Lord of the Admiralty, Lord Carrington, accompanied by the Commander-in-Chief, Plymouth, Admiral Sir Richard Onslow and Capt. R. D. Franks, Commanding Officer of H.M.S. Bulwark inspected the Guard of Honour.

H.M.S. Bulwark carries No. 848 Naval Air Squadron, commanded by Lieut.-Cdr. B. N. Tobey, Royal Navy, which consists of 16 Whirlwind helicopters. Four assault landing craft and slung on davits on the ship's side and the airborne transport is 30 light cars which can slung underneath the Whirlwinds.

H.M.S. Bulwark's complement as a Commando Carrier will be 850 members of the ship's company, 150 members of 848 Squadron and the 600 members of the Commando.

The primary role of Bulwark, which was modified at Portsmouth Dockyard, has been defined as "extinguishing the bush fire before it can spread."

Seacat for H.M.S. Yarmouth LAYOUT FOR NEW FRIGATE MODIFIED

H.M.S. Yarmouth, a Whitby class Anti-submarine frigate, was provisionally accepted into H.M. Service on March 26. Although basically similar to the earlier ships of the Whitby class, six of which are now in service, the opportunity has been taken to incorporate in Yarmouth modifications in the layout which extensive experience with earlier ships has shown to be advantageous.

Built by John Brown & Co. (Clydebank) Ltd., the Yarmouth has twin screws and twin rudders and is powered by geared turbines built by the English Electric Co. Ltd. She is armed with a twin 4.5 in. gun mounting and, as a temporary measure, a single 40 mm. A.A. gun, which will, eventually, be replaced by a Seacat guided missile launcher and director. The anti-submarine armament consists of two three-barrelled mortars, each of which can fire a pattern of projectiles with great accuracy and the projectiles can be set to explode at predetermined depth. The weapons can be trained over wider areas than any previous types of A/S mortars. Two twin and eight single torpedo tubes are also installed.

H.M.S. Yarmouth has a length of 370 feet and a beam of 41 feet. The peacetime complement is nine officers and 180 men.

High standards of accommodation are incorporated in the design. The messes have comfortable bunks which can be collapsed during the daytime to form settees. Special schemes of furniture, including coloured plastic-topped tables, patterned linoleums and floral designs of chair and settee overcases, all contribute to the creation of a cheerful atmosphere.

The modern galley has been carefully planned with a special emphasis on cleanliness. All bulkheads and the deckhead are lined with aluminium, while the deck is covered with a hard neoprene-based composition, well faired into the compartment boundaries and at the edges of equipments.

thereby avoiding any dirt traps. Special exhaust ventilation tailored to the individual cooking equipments ensures that steam and smells are not allowed to penetrate into adjacent compartments.

Other items contributing to a high standard of habitability are the bathrooms with hot and cold showers and washbasins, plastic lining and stainless-steel fittings. There is also a laundry and generous canteen facilities.

In Memoriam

Lieut. Colin Anthony Hill, Royal Navy, H.M.S. Seahawk. Died February 24, 1960.

Roger Alan Hardy, Midshipman, Royal Navy, H.M.S. Seahawk. Died February 24, 1960.

Ronald Johnson, Naval Air Mechanic 2 (A/E.), I/F.967850, H.M.S. Fulmar. Died February 24, 1960.

Lieut. Vincent James Fricker, Royal Navy, H.M.S. Sanderling. Died February 27, 1960.

Clifford Bentley Golby, Naval Air Mechanic 1 (A/E.), I/F.963407, H.M.S. Heron. Died February 29, 1960.

Harold William Clare, Engineering Mechanic 1, P/K.973076, H.M.S. Truncheon. Died March 4, 1960.

Patricia Mary Buckard, Wren, W.R.N.S. 114981, H.M.S. Harrier. Died March 5, 1960.

Henry Lunt, Chief Petty Officer, D/J.929305, H.M.S. Drake X, Merchant Navy Defence Training Centre, Liverpool. Died March 8, 1960.

Keung Shu Pun, Cook (S.) 0/2591, H.M.S. Tamar. Died March 10, 1960.

Roy Edward William Frampton, Able Seaman, P/J.954489, H.M.S. Harrier. Died March 12, 1960.

Acting Sub-Lieut. Richard John Lowe, Royal Navy, H.M.S. Albion. Died March 15, 1960.

Acting Sub-Lieut. Alexander Gordon Smyth, Royal Navy, H.M.S. Albion. Died March 15, 1960.

Lieut. Stanley James Hamilton, Royal Navy, H.M.S. Seahawk, lent H.M.S. Centaur. Died March 18, 1960.

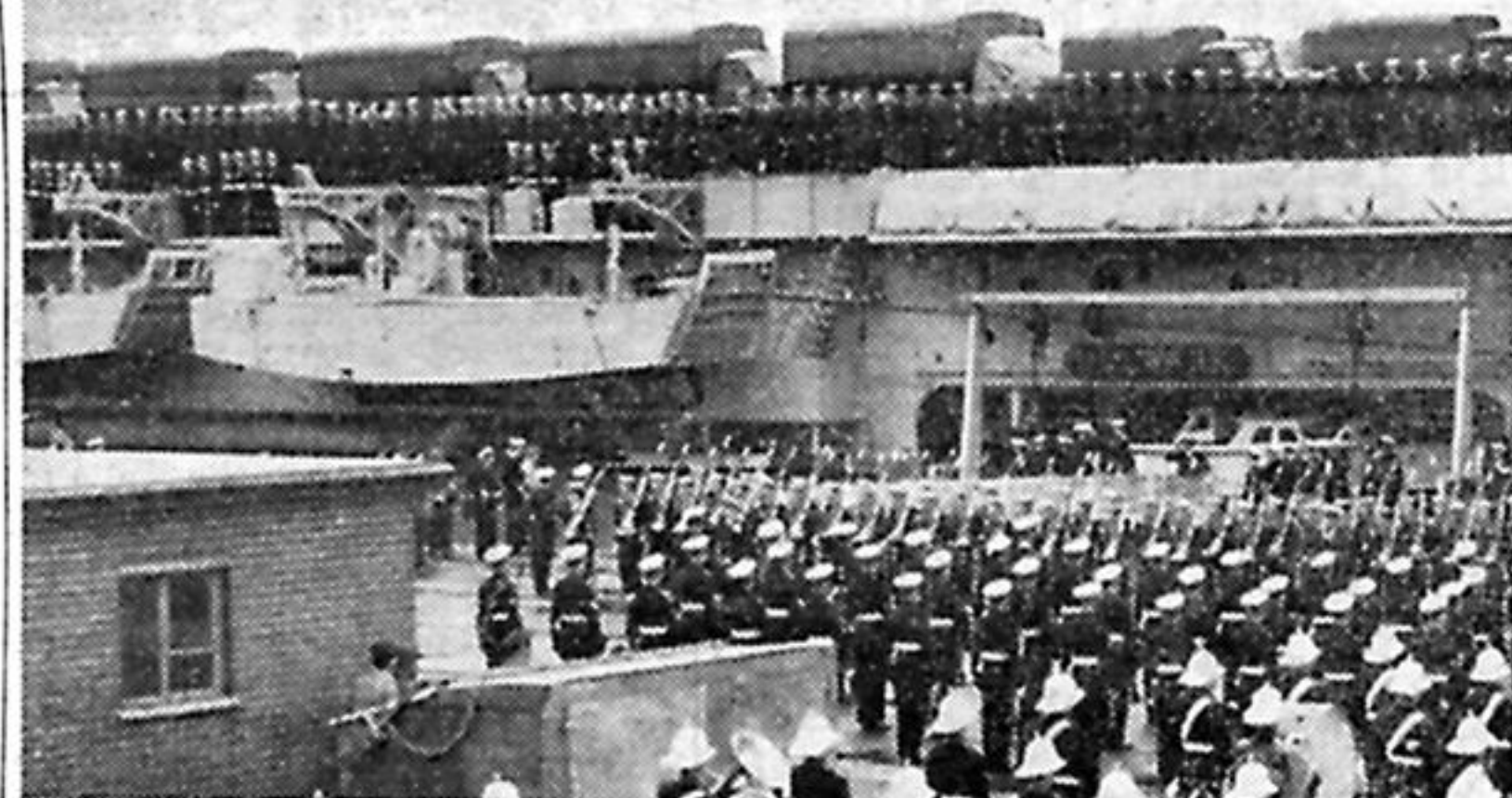
Lieut. Gerald William Smith, Royal Navy, H.M.S. Seahawk, lent H.M.S. Centaur. Died March 18, 1960.

Allen James Roach, Naval Airman 1, I/F.931929, H.M.S. Centaur. Died March 18, 1960.

Douglas Leslie Wakeman, Petty Officer Mechanic (E.) C/KX.99509, H.M.S. Scott. Died March 20, 1960.

Raymond Procter, Able Seaman, P/SSX.899204, H.M.S. Ockham. Died March 21, 1960.

Brian George Henry Biggs, Cook (S.), C/M.955025, H.M.S. Pembroke. Died March 23, 1960.



Some of 42 Commando with the Royal Naval Guard paraded alongside Bulwark. The ship's company and some of the Commando transport are seen on the flight deck

'Organised Chaos' proved a riot ACCUSED OFFERS CAPTAIN A CIGARETTE

Cardigan Bay's show a triumph

(BY RUDYARD OTTER)

A STAGE production which would have made the Lord Chamberlain blush and reach for the smelling salts was put on by members of the Cardigan Bay ship's company in the Terror cinema, Singapore on March 11. The production was called "Organised Chaos," and nobody in the audience would have dared to dispute the fact that it lived up superbly to its promises!

The programme itself contained these astonishing statements: "1) For the sake of security all participants wish to remain anonymous. 2) The audience is requested not to snore too loudly. 3) The producers reserve the right to change the programme without notice, and also request the audience not to be alarmed by anything they witness."

Then the fun started! The first item on the menu was "Beauty and Rhythm" featuring the Cardigan Daisies. Long, hairy legs swung to and fro and artificial breasts threatened to disintegrate as half a dozen characters—looking more like out-of-work charwomen than the gorgeous dancing girls they were supposed to portray—pranced around the stage and pulled faces at the all-male audience.

The laughter continued, with such numbers as "The Baby Photographer,

Twins or Triplets, Mystic Magic Moments, A Little Drivel, The Matelot's Return."

UNUSUAL CHARGE

A real winner was "The Captain's Table" which almost succeeded in bringing the house down! The Captain was played commendably by Leading Writer Monks who, in his multi-coloured uniform, looked suspiciously like a dashing Don Juan—with a hangover! His head embedded in his hands, allergic to the bellowing voice of the Master-at-Arms, he was perhaps the first Captain on record to receive a cigarette offered by one of the defaulters at the Table, and chat breezily with the other offenders about "last night's run ashore" in which he, apparently, was involved! The Jossman too had an unusual charge to read out: "the said offenders returned improperly on

board, that is to say, on horseback."

At the end of the hilarious programme Captain A. Aldous of the Cardigan Bay mounted the stage to present a bouquet to the "leading lady." The bouquet was a flowerpot containing a sombre-looking plant which hadn't seen a drop of water for many moons!

"Before I throw this bouquet at the leading lady," he quipped, "I would like to say that I have enjoyed this programme thoroughly, and I am grateful to all the people concerned for working so hard. I am sure that the rest of the audience will agree with me when I say that it was a damned good show."

While he spoke, the stars of the show were gesticulating in the background, and waving sticks and brooms with primitive abandon at their Captain's head, but when he turned to face them all the savagery subsided and sweet, obedient smiles slipped into view!

Captain Aldous then walked up to the "leading lady" and to this flabbergasted impersonator's surprise chastely saluted him. Afterwards he handed over the flowerpot and left the stage, amid a gale of shouting, hooting, cheering, whistling and laughing.

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NEPTUNE'S SCRAPBOOK



Admiral Sir Caspar John, K.C.B., has been appointed Commander-in-Chief, Home Fleet, in succession to Admiral Sir William W. Davis, G.C.B., D.S.O.* The appointments takes effect in May.

Rear-Admiral N. S. Henderson, C.B., O.B.E., has been appointed Director General of Training in succession to Vice-Admiral Sir Norman E. Dalton, K.C.B., O.B.E., the appointment to take effect in April.

Capt. Edmund George Irving, O.B.E., R.N., has been appointed Hydrographer of the Navy in succession to Rear-Admiral Kenneth St. Barbe Collins, O.B.E., D.S.C., who has been Hydrographer since June, 1955.

Lieut.-Cdr. D. W. Waters, R.N., has been appointed Curator of Navigation and Astronomy in the National Maritime Museum to fill the vacancy caused by the retirement of Cdr. O. Hill.

Capt. W. J. Moore, D.S.C., R.D., and **Clasp, R.N.R.**, has been appointed a Royal Navy Reserve Aide de Camp to The Queen in succession to Capt. P. Sargent, D.S.C., R.D., R.N.R., with effect from December 8, 1959.

Entering the Royal Naval Reserve in 1930, Capt. Moore was Mentioned in Despatches in 1942 and awarded the D.S.C. in 1945 for his war service. He is at present Master of the M.V. Diomed, the Cadet Training Ship of the Alfred Holt line.

The Holiday Sea Training Scheme for girls and young women carried out by the 33-ton Auxiliary Ketch English Rose II under the supervision of Cdr. C. L. A. Woollard, R.N., F.R.C.S., assisted by Mrs. Woollard and two competent women officers, starts again on May 7 and includes 16 cruises of a week or fortnight respectively.

The scheme, which was inaugurated in 1946, accepts teenagers and young women from 12½ years upwards and a very comprehensive syllabus of training is carried out.

For particulars and details of training please write to Mrs. Woollard, 2, Dorset Lake Avenue, Lilliput, Poole, Dorset.

Rear-Admiral J. M. Villiers, O.B.E., is to be a Lord Commissioner of the Admiralty, Fourth Sea Lord and Vice-Controller in succession to Vice-Admiral N. A. Copeman, C.B., D.S.C., with effect from October, 1960.

Capt. M. J. Ross, D.S.C., is to be promoted to Rear-Admiral to date July 7, 1960, and to be Assistant Chief of Naval Staff (Warfare) in succession to Rear-Admiral H. C. N. Rolfe, C.B., the appointment to take effect from June, 1960.

H.R.H. The Princess Royal returns from her Caribbean cruise in the Royal Yacht Britannia on April 7.

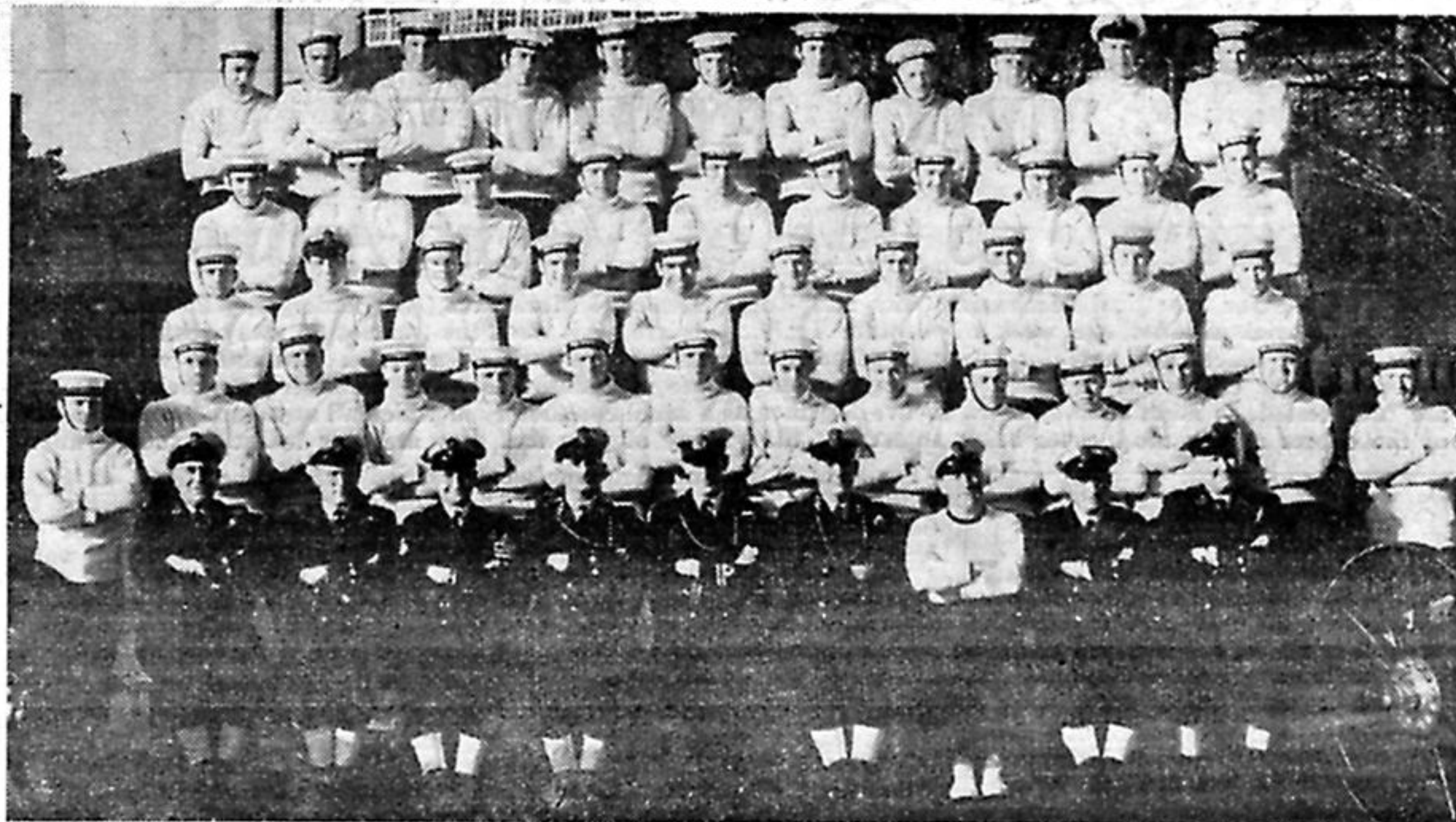
The 'Battle of Matapan' was commemorated in H.M.S. Victory on March 28 when the principal guest was Admiral of the Fleet Lord Cunningham. Hosts were the Commander-in-Chief, Portsmouth (Admiral Sir Manley Power) and the Admiral Superintendent (Rear-Admiral J. H. Unwin).

MAYORAL PARTY SPEND DAY IN HERMES

YET another link of friendship was made between H.M.S. Hermes and the citizens of Barrow-in-Furness when their Mayor (Mrs. M. Tait) and Mayoress (Mrs. S. Gontarz) accompanied by the Town Clerk (W. Lawrence Allen Esq.) spent a day at sea recently in H.M.S. Hermes.



Capt. D. S. Tibbits, D.S.C., R.N., **W. Lawrence Allen, Esq., Mrs. S. Gontarz** and **Miss S. Tait**, during the tour of H.M.S. Hermes.



Field gun crew and trainers at Chatham. (Photo: Pembroke Studios)

CHATHAM ON THE WARPATH

Eyes on cups for its final field gun competition

ON February 1 the Nore Command Field Gun Crew formed up in the Royal Naval Barracks, Chatham, to start training for the Royal Tournament at Earl's Court next June.

The crew, which has been selected from ships and establishments in the Nore and Scotland Commands, is training on the Khyber Pass Road Track, which is just outside and above the barracks.

It is expected that this year will be the last time that a crew from Chatham will take part in the Field Gun

Display that has been running, apart from breaks during the wars, since 1907.

Three cups are competed for each year by the Chatham, Portsmouth, Devonport and Air Commands.

Other crews beware, Chatham are on the warpath and intend this, their last year, to be a bumper one.

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To Chief Aircraft Artificer
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To Chief Air Fitter (D)
W. F. B. Goode, L/FX 887054.

RATINGS ON 'VENTURE TRAINING' DESTROY TWO BRIDGES

Assistance to Isle of Wight Authorities

THE course for Electrical Mechanics (Air) and Radio Electrical Mechanics (Air) undergoing Part II training at H.M.S. Ariel includes one week of Venture Training. During this week the trainees go away from the establishment with an officer and a senior rating to some remote area, for example the Welsh Mountains, where they live under primitive conditions in which their physical endurance and ability to adapt themselves to their surroundings are fully tested. In addition they learn to live together as a small community in which all members have to do a share of the chores and in most cases being amazed at the variety of jobs that they are able to tackle successfully.

Hibernation at Abbotsinch?

THE spell of cold weather at the end of February, with its consequent cancellation of football and hockey fixtures, appears to have caused the male element of R.N. Air Station Abbotsinch to go into hibernation. Even the photographer appears to have been affected by cold—or lack of V.I.P.s—for his work of late seems to have been entirely devoted to technical photography!

The ladies, being warmer-blooded members of society, took advantage of the snow, and a party of nine W.R.N.S. officers and ratings went skiing locally—for those who know the district—on Gleniffer Braes. Despite having got very wet in snow and sleet showers during the forenoon, eight of the nine were game enough to go out again in the afternoon, indicating a high percentage of converts to an activity not often available in the West of Scotland.

A party of 20 W.R.N.S. officers and ratings attended the annual general meeting of the Scottish branch of the W.R.N.S. Benevolent Trust, held in Edinburgh recently. The Director W.R.N.S. was the guest speaker and, due largely to the weather and geographical position, the Abbotsinch contingent was the only sizeable unit of serving W.R.N.S. to be represented.

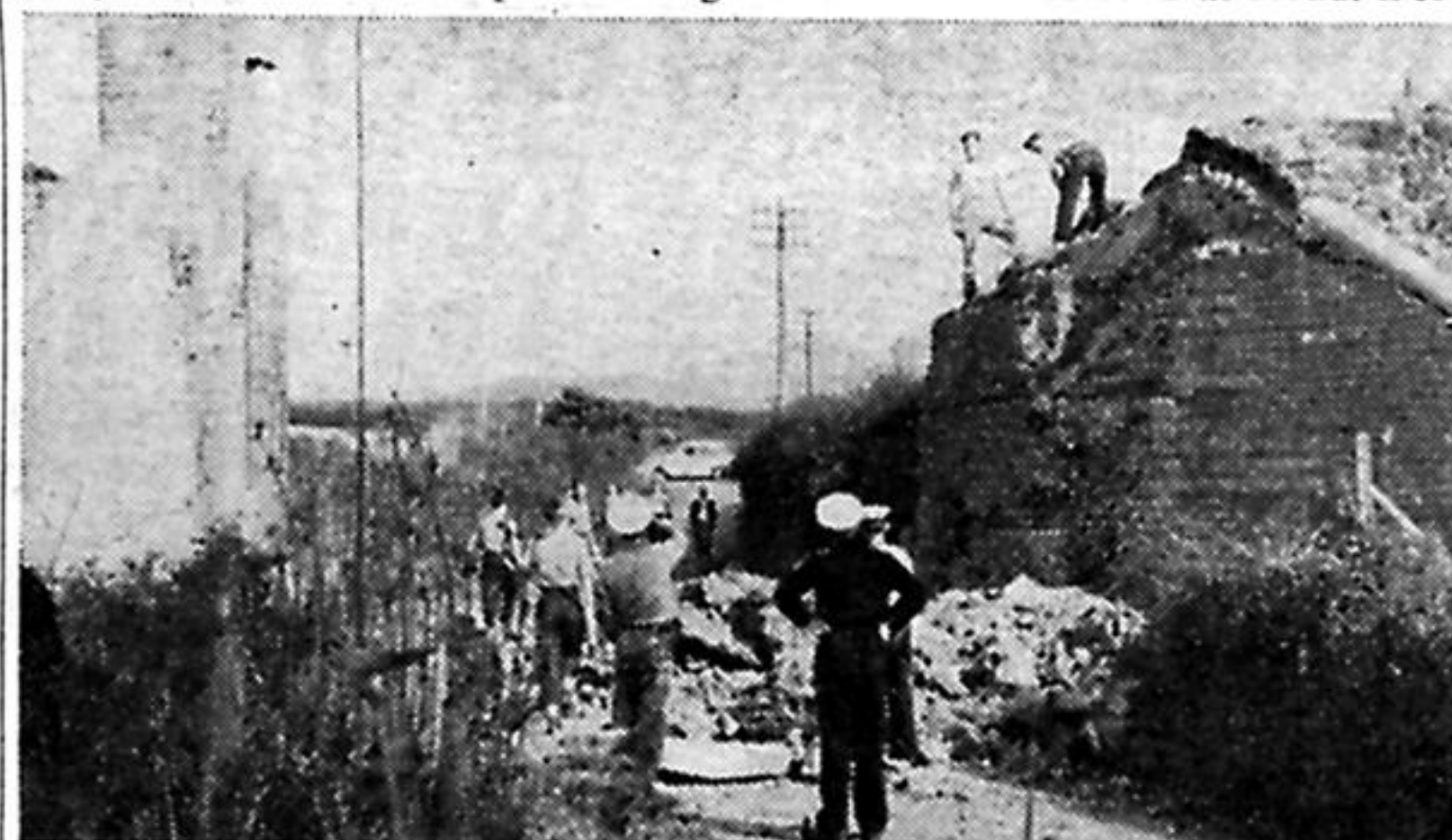
The aims of Venture Training were combined with the provision of a public service on two occasions during 1959, when classes went to the Isle of Wight to assist in the demolition and removal of two stone bridge abutments.

On the Isle of Wight the greater part of the railway services have been discontinued and much of the permanent way has been removed. There are, however, some bridges remaining, though the arch spans in most cases have been removed. Some of the stone bridge abutments remaining present formidable obstacles for badly needed road development being

carried out on the island by the Isle of Wight County Council. The Civic Trust, an organisation whose aims are the removal of derelict wartime buildings, the clearing of public rights of way and generally restoring country districts to their natural state, asked the Captain of Ariel if any voluntary assistance could be given for the removal of some of the bridge abutments. It was decided that this would be a suitable task for a class undergoing Venture Training.

THE FIRST BRIDGE

The first bridge to be removed was one over a minor road at Roud. Des-



Starting to remove the abutments. (Photo: John Owen, Newport, I. of W.)



A cloud of dust and rubble and the bridge was no more. (Photo: John Owen, Newport, I. of W.)

used as a cookhouse. The work required on the bridge was not as extensive as in the previous case due to the mechanical equipment available, and on two days, in spite of rather miserable weather, parties set out on cross-country treks. Once again the expedition was voted a success by all those taking part, who said that they would like to volunteer to go again should there be an opportunity.

In addition to any benefits that the trainees derived from these expeditions, and in common with all other forms of Venture Training, the officer and the senior ratings in charge of

the party were able to get to know and understand the young ratings in their charge to a greater extent than is possible under normal training conditions.

Lively co-operation was given by the Council who greatly appreciated this voluntary effort, and it is thought that both sides would welcome further joint effort of this nature in the future.

Flag Officer Air (Home) at Arbroath

ON Tuesday, March 8, Vice-Admiral Sir Douglas Eric Holland-Martin, K.C.B., D.S.O., D.S.C., Flag Officer Air (Home) visited H.M.S. Condor.

He arrived by air from the south and was greeted by weather more akin to the high latitudes of Northern Norway, than that of R.N.A.S. Arbroath. He spent the day seeing for himself the station at work and play, although the recreation programme had to be curtailed because of weather conditions.

On the same day, before the Admiral's arrival, the Royal Marine Band now based in Condor, was scheduled to make a ceremonial entry into the station, but this had to be cancelled because of the driving sleet

and snow. The band which is Scotland Command Royal Marine band, is administered and housed at Arbroath. Previously a Royal Marine band was stationed at Rosyth until 1950.

The band has been formed from experienced bandmen who have been serving in other Royal Marine bands at home and abroad. They have come to Condor from the Royal Marine School of Music, Deal.

SPORT

In the final of the Navy Cup, R.N.A.S. Arbroath lost to 42 Commando Royal Marines by four goals to three. The issue was in doubt until the last five minutes of the game, when the Royal Marines broke through the rugged Arbroath defence and scored two goals.



Flag Officer Air (Home) talking to Musician E. J. Claxton.

WAR-TIME WRECKS THREAT TO NEW GIANT TANKERS

Royal Navy to have another look

THE giant tankers now using the English Channel are making the Royal Navy take a second "look" at the seabed wrecks of ships of two world wars. A start has been made in the Channel between Dover and Dungeness by H.M.S. Scott, a survey ship commanded by Lieut.-Cdr. D. E. P. D. Scott, R.N.

After the last war, Naval survey ships checked wrecks around the coasts and those in important channels and likely to be a danger were afterwards depth charged to give a clearance of at least 45 feet at low water by trawlers of the R.N. Wreck Dispersal Fleet, which was disbanded in 1958.

It is now considered, however, that there should be at least 60 ft. over these wrecks in view of the size of the tankers built in recent years.

H.M.S. Scott, based on Dover, is working in a busy area stretching southwestwards from the North Goodwins lightship to a point some 12 miles south of Dungeness light and including the Varne shoal.

There are some 50 or 60 wrecks, whose positions and depths may have changed, within the limits in which the Scott is being employed. Her task is likely to take some three months.

After their positions had been determined by survey vessels, hundreds of wrecks were tackled by the Wreck Dispersal Fleet after the war and effectively "buried" or broken up. Since 1958 Naval responsibility for the dispersal of dangerous wrecks has been taken over in the majority of cases by Trinity House.

Other survey ships of the Royal Navy will also have tasks this summer in the same part of the Channel. The East Coast of England Survey Unit, including the inshore survey craft, Echo, commanded by Lieut.-Cdr. Richard Green, R.N., is going back to the Goodwins to finish work started there last summer. Operating out of Ramsgate, they will be concentrating on reported sand encroachment into the Gulf Stream.

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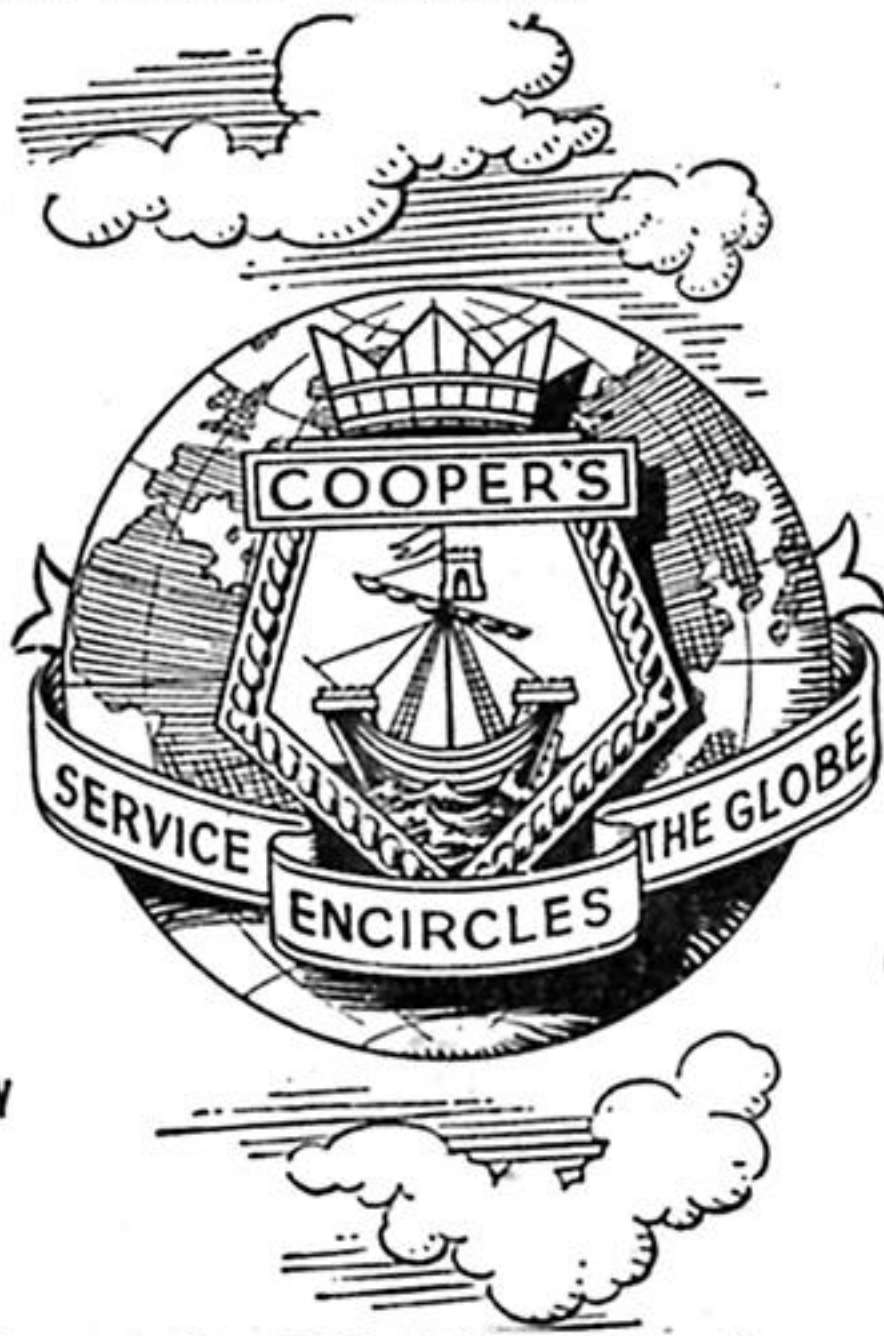
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truction being against the training and inclination of most Electrical Branch personnel, a party from H.M.S. Vernon was sent to demolish the abutments with explosives, leaving the party from Ariel to clear up afterwards. The Venture Training party set up camp in a field near to the bridge. The camp routine was established and all members of the party, consisting of 14 ratings, one petty officer, one lieutenant, were allocated duties, which included cooking. Most of the ratings lacked previous experience of camping, and it soon became obvious that their knowledge of cooking was also somewhat sketchy.

The bridge proved rather difficult from both the demolition and clearing point of view. Very little mechanical equipment was available and plenty of hard work was required to clear the road, which was closed for three days, traffic being diverted during this time. The day's work was carried out cheerfully, but in the evenings, which were light until about 6 p.m. as the job was done during a week in September, there was not any great enthusiasm for using the sports equipment which had been brought along, and after the evening meal most members of the party were glad to retire to their tents.

The clearing was completed within the week, and the Expedition was voted by all members of the party to have been most enjoyable work and experience.

THE SECOND BRIDGE

The second bridge was tackled in November. This bridge was at Godshill and was on a main road, speed was therefore essential in clearing away the rubble. The demolition was again carried out by a party from Vernon, people in houses near-by being warned to open windows, and members of the Ariel party being sent out in the surrounding area with warning flags. The Captains of the two establishments concerned arrived by helicopter to watch the demolition, departing after inspecting the rubble and having declared the bridge well and truly blown. In order to speed the removal of the debris the Council made available heavy mechanical clearing equipment which greatly reduced the work of the clearing party.

Camping was not considered suitable in view of the inclement weather prevailing at the time, accommodation in an old railway station was rejected in favour of a farm outhouse. Conditions however were primitive, and the party of 11 ratings, one petty officer and one officer had a considerable amount of cleaning to do before settling in for the first night. A bell tent was pitched outside and

Operation 'Samaritan'—Royal Navy at Agadir

DARLASTON AND TYNE TAKE MUCH-NEEDED STORES TO THE STRICKEN CITY

Crews disappointed at not being able to give more assistance

From lightning and tempest; from plague, pestilence and famine; from battle and murder, and from sudden death—Good Lord, deliver us.

THAT extract from the Litany must have been in many minds as ships and men from many nations converged on Agadir after the terrible earthquake on February 29 when, it is estimated some 12,000 people lost their lives.

For hundreds of years the Royal Navy has always been on the spot within a few hours of fires, earthquakes, pestilence, and so on, always ready to bring relief, comfort and material support to the afflicted and the recent calamity at Agadir was no exception. Even with our reduced Navy—stretched thin over the oceans—the Royal Navy was able to provide some assistance.

H.M. Ships Tyne and Darlaston were on the scene within a couple of days, able and willing to help.

Extracts from two NAVY NEWS correspondents "on the spot" are given below. The first is by Sick Berth Attendant J. M. Hayes, of H.M.S. Rooke, who accompanied Surg.-Lieut. Carmichael to Agadir in the Darlaston from Gibraltar and the second from Instr.-Cdr. J. P. Stringer of H.M.S. Tyne.

The coastal minesweeper, H.M.S. Darlaston, reached the Bay of Agadir after some 30 hours steaming on Thursday, March 3, and found 21 ships of various nations already there—most of them Dutch. Numerous small craft could be seen plying ships and shore with supplies of medicine, food, tools and men, and there was a never ceasing stream of aircraft continuing the work of supplying and evacuating the stricken city.

From the ship it appeared that a giant Festival of Light was being held on shore, for thousands of lights could be seen which, on closer scrutiny, were found to be convoys of cars, lorries and individual clusters of light where rescue work was still being carried out in an endeavour to reach those who were still trapped beneath the layers of fallen masonry and rock that had fallen from the hills behind the city.

Upon his return from a conference in the Dutch cruiser De Ruyter, Surg.-Lieut. Carmichael said that although much work was in progress on shore, Darlaston could be of little assistance as the whole of the rescue and evacuation programme was nearing completion, and the authorities had decided to raze the whole city to the ground. Such action would, it was thought, lessen the epidemic danger of cholera and typhus.

Arrangements were made however, to disinfect anyone who had to go ashore and the ship entered, with caution, the dead harbour and unloaded the stores she had brought from Gibraltar together with stores taken from the French aircraft carrier La Fayette.

But let Sick Berth Attendant Hayes tell his own story:—

DESTRUCTION AND DECAY

At dawn the true picture of this tragedy became obvious for all to see. Buildings, houses, hotels, stores, in

fact all that had been a monument of man's building ingenuity was laid before us, together with the silence of death and the lack of any of the usual sights and sounds of a port such as this once was. Prevailing above all this, was the odour of destruction and decay that drifted out to sea on the morning breeze.

Under way, Darlaston proceeded to execute a complicated manoeuvre to bring her bows-on to the beam of La Fayette to receive stores which were landed on the fore-castle by crane from the flight deck of the aircraft carrier. To my mind, in view of the swell in the Bay at the time, this was a feat of brilliant co-ordination of seamanship between ships and men of different nations. Three loads of approximately one ton each were taken aboard and Darlaston proceeded with caution to enter the now dead harbour of Agadir.

As the ship neared the harbour and until she was made fast, the smell became stronger and more nauseating, although attempts were being made to alleviate this by spraying and dousing the whole city from the ground and from aircraft with D.D.T. and other germicidal preparations.

Being, as we were, alongside, the extent of damage and the true proportion of horror and destruction to life could now be seen quite clearly. The eye was taken by the heap of rubble which was once the Casbah, where it is known that 860 out of 900 men, women and children perished.

Of the numerous hotels, some of four, five and six storeys, there were but shells. The neon signs were intact, and a number of windows, but inside the floors had collapsed—layer upon layer—until they reached ground level.

A JOB NO ONE WILL ENVY

Of one hotel in particular, all that could be seen was the roof; the re-

maining floors, in fact, the whole of the building, had sunk as a complete unit as though it was built on quicksand. Small houses on the hills were mere heaps of rubble or had great gaping holes in the walls. Of the civilian population, I saw no more than two dozen, but of Moroccan troops there were hundreds. It was these troops that assisted us in the unloading of the medical supplies and stores that we were carrying. These men, though few for such a large area, are going to take on a job which no one will envy; that is—to guard a city that is a tomb, a cast-off from the world, a place that will be shunned for months, perhaps even years; truly, a city of death and the dead.

After unloading all stores and finishing all business connected with them, the ship proceeded into the bay again to her anchorage, disinfection of the ship was carried out, e.g., decks were scrubbed, hatchways were cleaned; the crew then bathed and washed, had their evening meal and settled down to watchkeeping routine.

In conclusion, I would like to say that the sights and the sounds, the smell and the silence of Agadir, coupled with the knowledge that this was caused by only three tremors of the earth, lasting in all 15 seconds, is something never to be forgotten by anyone who saw the earthquake or had anything to do with the rescue of those who, not fortunate enough to escape the ensuing collapse, were buried where they happened to be at the time.

H.M.S. TYNE BRINGS HELP

H.M.S. Tyne was at Bilbao at the time of the catastrophe and she arrived too late to be of much use. Officers and men were bitterly disappointed at not being able to go ashore and give assistance, but the stores she took with her were most gratefully received and helped to alleviate a little of the distress.

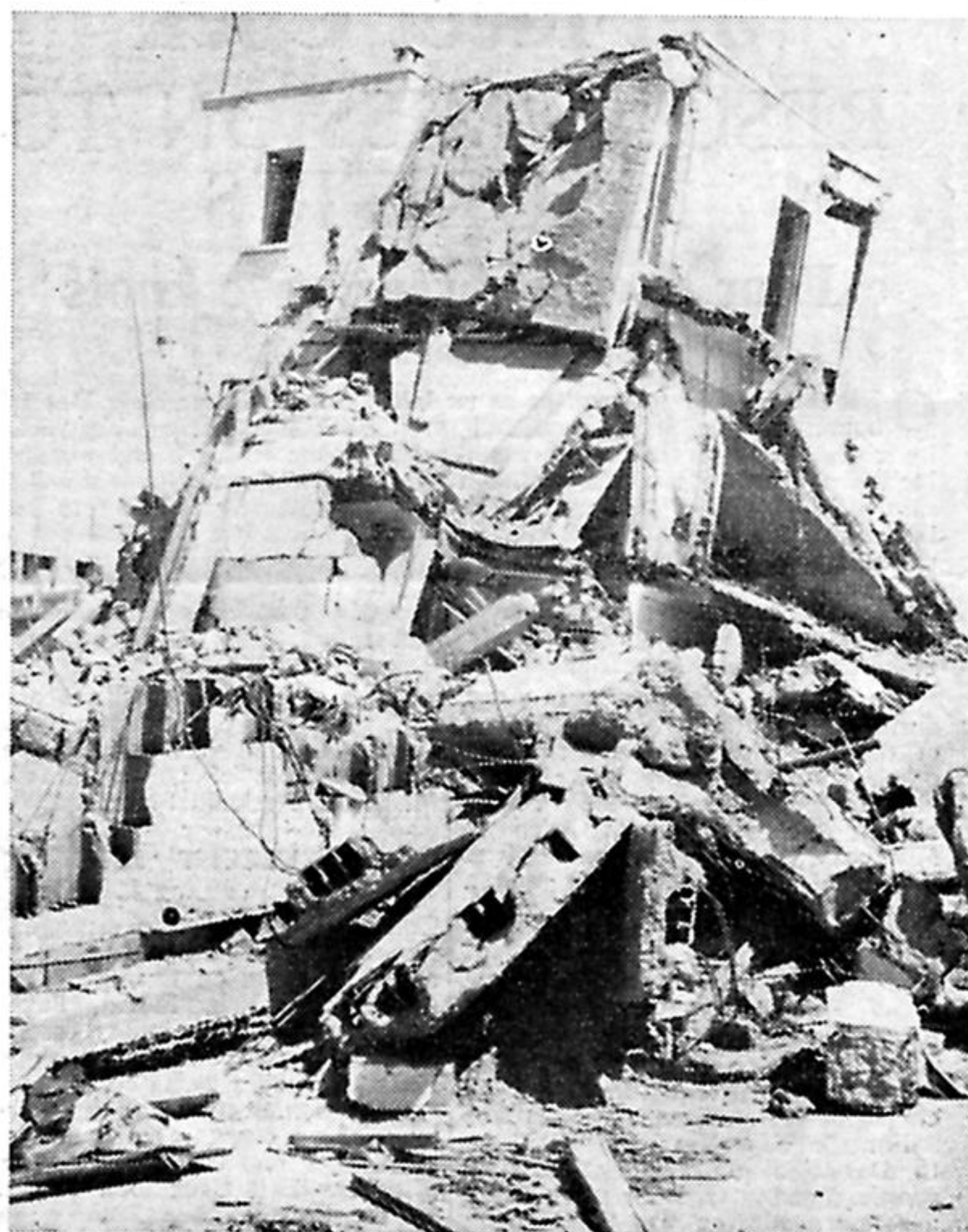
Rolling in an Atlantic swell a mile off Agadir in brilliant sunshine it was difficult to imagine the devastation ashore, though we could see small planes spraying the city with D.D.T., and a look through glasses showed up considerable damage. We gathered, too, that most of the buildings which appeared completely whole were in fact cracked and mere shells.

Tyne began her job by loading blankets, camp-beds and lime into a Spanish landing craft on the Sunday morning (March 6) although a considerable swell was running at the time; and this load was then taken ashore. Meanwhile we had been in touch with the shore authorities and it was clear that the primary need was for housing. We had brought with us from Gibraltar a considerable amount of timber, and so on the Sunday afternoon and Monday morning the whole of the upper deck became a hive of activity while the prefabricated frameworks of 30 huts were put together. It was a stirring sight.

NEW TEMPORARY HOSPITAL

We had hoped to send our own working parties ashore to erect the huts we had made; but the Moroccans had decided that they should form the basis for a new temporary hospital and it had not been decided where this should be sited. So we landed our huts in our own launches on the Monday afternoon and Tuesday morning and turned them over to the Moroccans.

Meanwhile the medical officers had been ashore to see what assistance



Part of the ruins at Agadir, illustrating that even reinforced concrete is not proof against earthquake.

was needed. They found that all the injured had been evacuated from the area, and that everything was under control. However, the doctors ashore said that they would be very glad of the medical supplies that Tyne had brought with her, and these were landed by launch on the Monday afternoon.



The only party to get ashore for any length of time was a communica-

tions team, and they set up a station on Monday the 7th on the airfield perimeter, where they were received with great kindness by their Moroccan Army hosts.

To us in Tyne all seemed very peaceful, but from time to time there were earth tremors which felt exactly like a depth charge going off some way away, just to remind us where we were.



Loading medical stores from H.M.S. Tyne into the launch. These supplies were urgently required by the shore medical teams.

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H.M.S. Gambia marks entry to Far East waters by winning 'Jet Fleet Cock'

RESCUE MISSION TO MAURITIUS

Four days at twenty-five knots

BY OUR OWN CORRESPONDENT

OUR last bulletin was written as we left Volos in Greece early December, bound for the Suez Canal and all stations East. After being delayed by sandstorms we eventually broke through to the Red Sea and were nearing Aden when a signalman spotted a lighthouse flying a distress signal. The ship stopped and a party put ashore to investigate, returning to report that the six inhabitants were down to almost their last tin of beans with a sad-looking donkey in reserve. They were accordingly given supplies to tide them over until the storeship could arrive from Aden. On our arrival there, the Port Officer discovered, once again, that his unscrupulous outposts had been supplementing their income by selling stores (and apparently even water) to passing dhows.

There was a five-day stay in Aden during which time a high proportion of the ship's company spent a day or so with the Army and R.A.F., visiting outposts on the Yemen border. We sailed from Aden to Mombasa, with an eight-hour dash at full speed to Mogadiscio to land a rating suffering from acute appendicitis. At Mombasa (or for some people, Nairobi and outlying districts) we spent a very happy Christmas, thanks to the boundless goodwill of numerous people. The more spartan of our number spent their Christmas perched in lordly isolation above the clouds of Kilimanjaro.

For the New Year we moved on to Dar-es-Salaam and again many people contributed to make our stay a happy one. Even now the postman has a special bag for East African mail!

FIRST YEAR COMPLETED

So ended our first year of the commission with 28,200 miles behind us spent during 90 full days at sea, and seven months of the foreign leg to complete.

January saw us steaming for Karachi by way of the Seychelles, and by early February we had come down the Indian Peninsula to Colombo. Here, the day after our arrival, the Secretary of State for Commonwealth Relations came on board and we took him to Gan (where the new R.A.F. staging airfield has been built in the Southern Maldives), and then on to Male, the capital of this vast island group. There His Highness the Sultan and the Secretary of State signed the treaty

between the two countries amidst general rejoicing, the town looking immaculate and very gaily decorated with hundreds of Union Jacks and Maldivian National Flags.

EXERCISE "JET"

That evening we returned to Colombo to land our distinguished passenger and after a rapid turn round set forth on Exercise "Jet" in which the British, Indian, Pakistan and Ceylon Navies joined forces to produce a total of almost 40 ships.

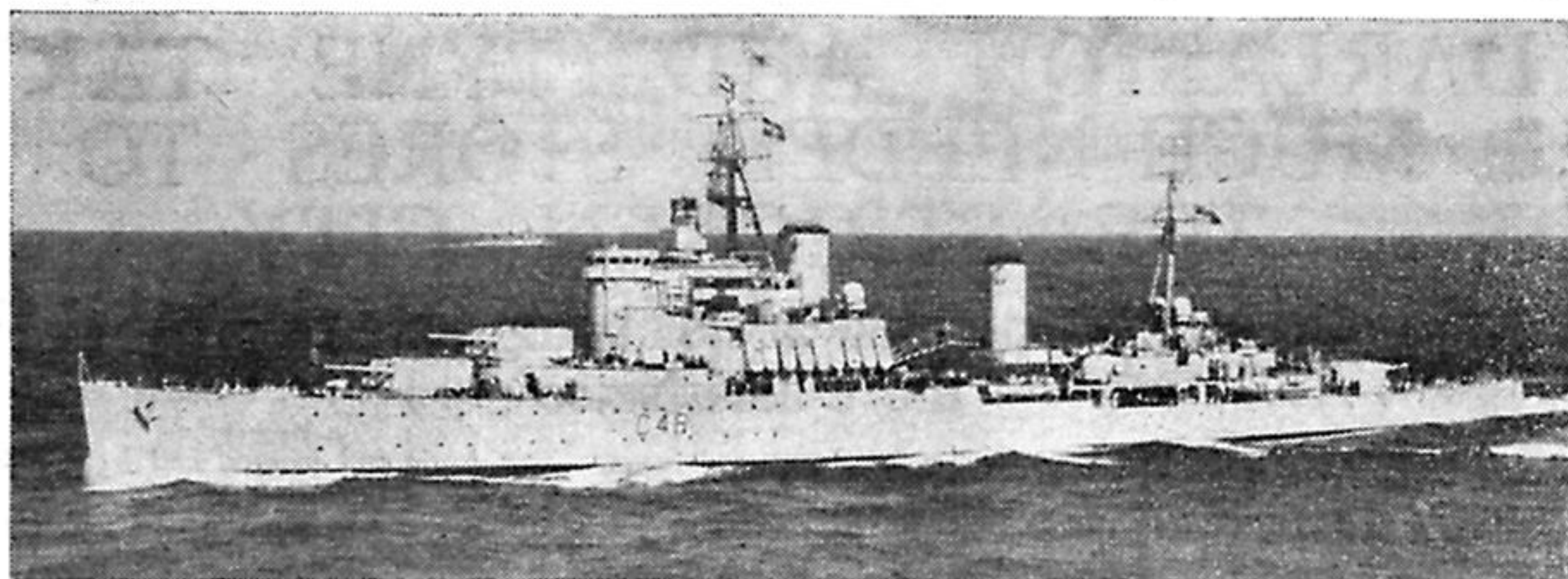
Gambia had a fitting climax to this exercise, setting up an all-time record by winning every race in the combined fleet regatta and making Belfast's Far East Cock look very thin on the bone.

The Seal of supremacy was finally set the following day when the M.(E.)'s whaler's crew won the all-comers' race by four lengths.

CYCLONE "CAROL"

It was during the night of this final victory that orders arrived to proceed forthwith to the aid of Mauritius, who had come off second best in an encounter with Cyclone "Carol." By 0415 that same morning Gambia was hurrying south at 25 knots, whilst all onboard set about making ready to leap ashore with helping hands.

After we had been doing 25 knots for four days, Mauritius loomed up in the darkness and by the first light of dawn we were berthed in the main harbour of Port Louis. By 0800 over a hundred men were ashore setting about re-erecting the concrete

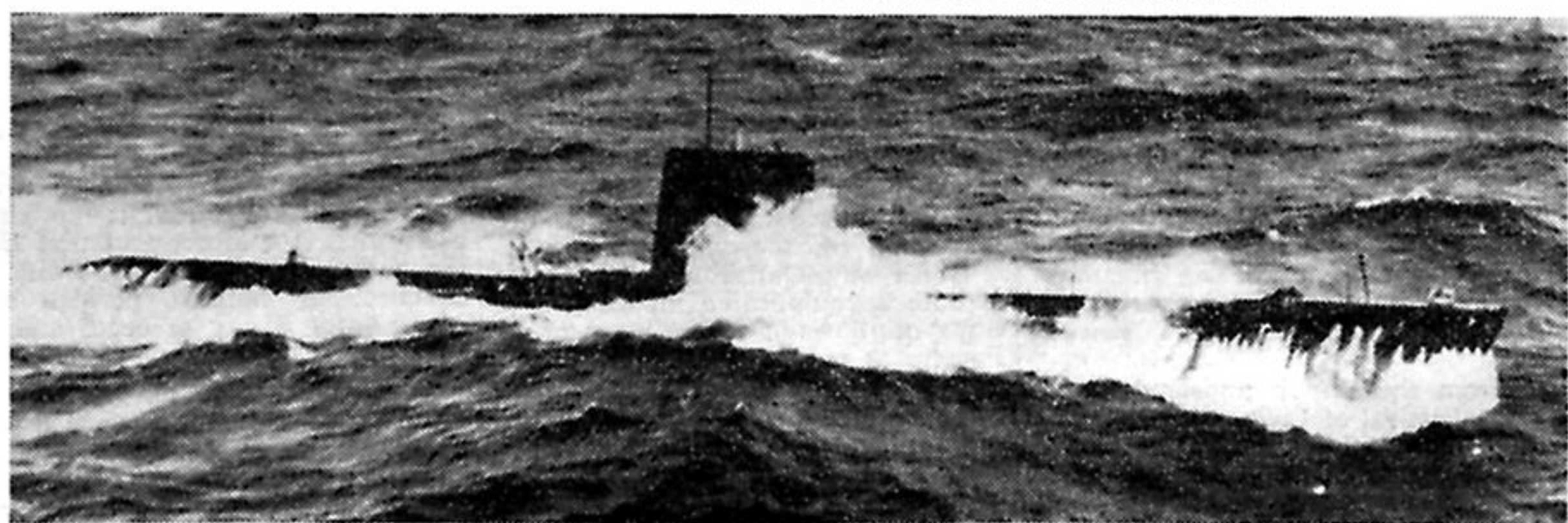


H.M.S. Gambia (Capt. W. J. Munn, D.S.O., O.B.E., R.N.)

Alderney pays off after 47,000 miles

KEEPING WARM WAS PROBLEM IN HALIFAX

ON a cold March morning, H.M. S/M. Alderney, under the command of Lieut.-Cdr. R. A. Hedgcock, R.N., and flying her paying-off pendant, returned to Fort Blockhouse after two years in commission, the last 18 months of which have been spent with the Sixth Submarine Squadron based on Halifax, Nova Scotia.



H.M. Submarine Alderney in the turbulent waters of the North Atlantic. (Photo: Nat. Def. Canada)

pylons that carried the island's electricity supplies, whilst the brains of the Electrical Department were busy with the local Electricity Board solving the problem of getting the power station going again. Gambia has been joined by the French Training cruiser Jeanne d'Arc and we are looking forward to several happy days working together. When our task here is completed to everyone's satisfaction we shall once again look forward to seeing the bright lights of the Far East.

Alderney commissioned at Portsmouth on March 12, 1958, her fifth since she was first commissioned at Barrow in 1946.

After sea trials and the usual six hectic weeks of work-up, cleaning, torpedo firing trials, noise trials, etc., Alderney spent the rest of that summer carrying out trials in the Arctic, and running from Londonderry, Northern Ireland.

On September 17, 1958, Alderney sailed for Halifax to join the Sixth Submarine Squadron to provide submarine services for the Royal Canadian Navy and Air Force.

The autumn of that year was a very pleasant period for the ship's company: the weather was for the most part good, the sea-time interesting, and it included a memorable six-day visit by the three submarines of the Squadron to New York. This was thought by many to be the most enjoyable cruise of the commission, and everyone made the most of it.

A number of the "hard core" got into the habit of getting their rest in the early evening, and going ashore around midnight, by which time it was said that the city really came to life!

WHAT A WINTER

There followed a dismal four months' winter running from Halifax, and what a winter! Even Haligonians admitted that it was a bad one, their worst in fact for 44 years. With temperatures often around minus 10 degrees Fahrenheit at night, and what seemed to be a continuous procession of gales passing through the exercise areas, icing up became a very real problem, and trying to keep warm was foremost in everyone's mind!

It did include a short interesting visit to the United States Submarine Base at New London, where the ship's company were royally entertained by their opposite numbers, but even New London offered no relief from the bitter cold.

However, all bad spells come to an end, and April found Alderney sailing for Bermuda for a six-week spell of working in those waters, and with the promise of an occasional week-end in harbour. This first visit to Bermuda will long be remembered; to be picnicking in open-necked shirts and shorts; to be bathing again in water around 70 degrees Fahrenheit; to be sipping long cool drinks on hotel balconies—all seemed rather unreal after the weather that we had by now come to expect.

ROYAL ESCORT

The time to return to Halifax for self-maintenance came all too quickly but at least winter was now over, and the boat was to prepare for a Squadron visit to Montreal prior to Royal Escort duties. A happy, if wet, three days were spent in Montreal before Alderney sailed down the St. Lawrence again, to rendezvous with Royal Canadian Naval ships of the Atlantic Command gathered in Gaspé Bay, Quebec, to welcome Her Majesty to Canada, and escort Britannia out of Gaspé on the first stage of the journey to open the St. Lawrence Seaway.

A hard period of "earning our keep" followed before Alderney returned to Halifax towards the end of July, for maintenance, repairs, and docking. For the next two months, whilst the Engine Room team had their hands full, the majority of the remainder took the opportunity for Station Leave, and many were soon off in all directions; a number visited the United Kingdom whilst others, hankering after the big cities, were off for a second visit to New York or Montreal.

MISSED A RECORD

With the return of autumn, Alderney headed south to work in the Gulf Stream and to enjoy a pleasant long week-end in Boston. A return to Halifax for a joyful Christmas period, and then off again to Bermuda for a hard period of running and finally accompanying six of Canada's latest destroyers to San Juan, Puerto Rico for the final cruise of the commission.

It was whilst at this tropical tourist resort that those on loan heard that Halifax had been brought to a standstill by a snowstorm which set a record even for that town. Officers and men thought back to the misery of the preceding winter and were thankful that they had been spared the worst of this one.

After a hectic six days at San Juan Alderney returned to Halifax where the last 10 days were spent preparing for the return passage to the U.K., and saying goodbye to the many friends that had been made there in the course of 18 months.

In all, Alderney steamed 47,000 miles in a successful and happy commission, but few of her ship's company, now enjoying foreign service leave, will forget the most unpleasant climatic conditions in which the boat at times operated.

The French ocean minesweeper, Cantho (795 tons full load), after trials with the Royal Navy, returned to Dover on March 30.



How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see it's a Savings Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years service?

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

* For members of the W.R.N.S. the Pension is £149 a year.

Which will you take?

I'm going for the pension because there's another valuable right with it—I can get a cash advance for the full price of a new house. I'm all lined up for a job already, and with an extra pension to look forward to and the wife and family safe in our own home—well, it's the kind of security we all want.

How do you set about all this?

That's easy. Ask the Provident Life for details of the Progressive Savings Scheme.



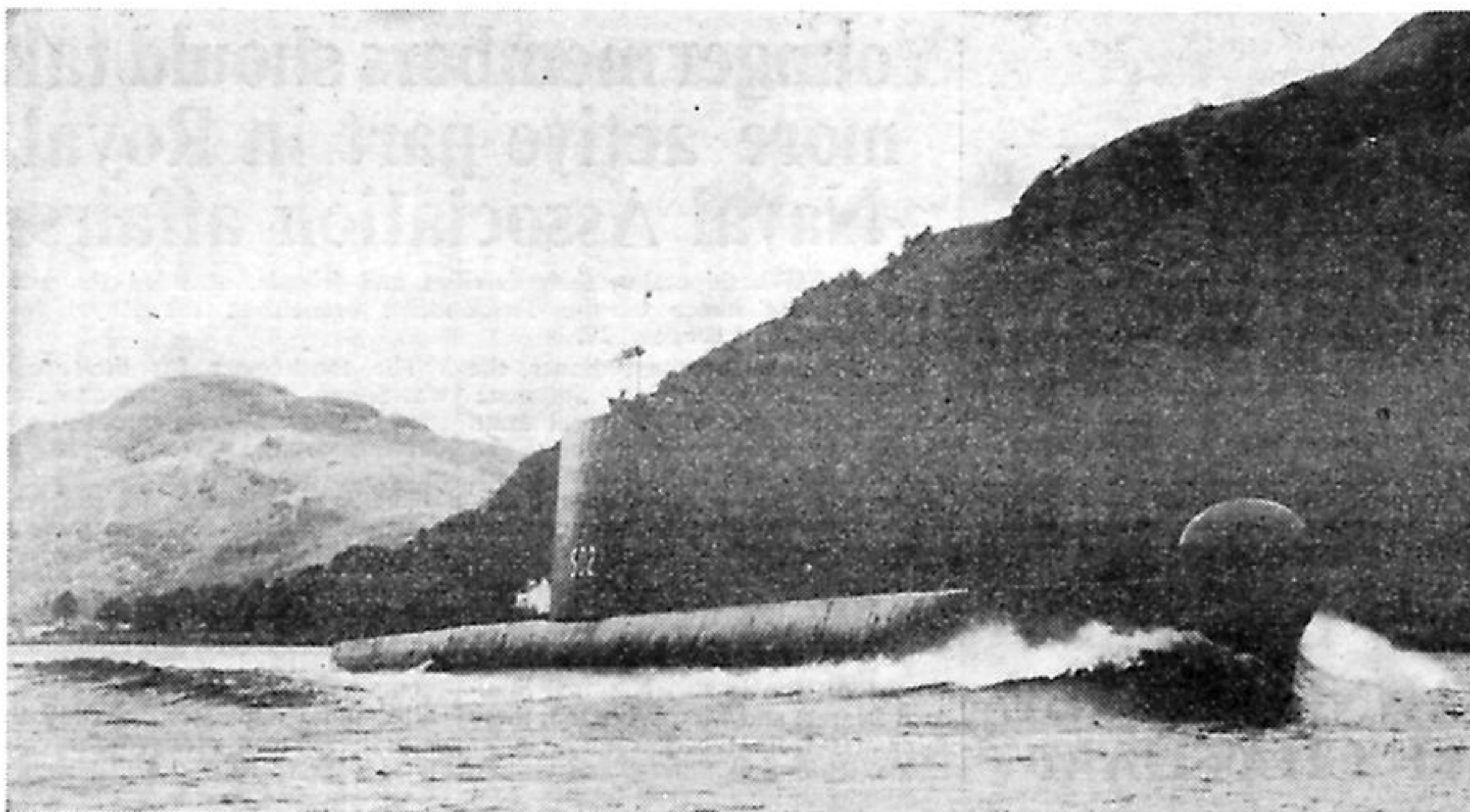
—Send this coupon to 246 Bishopsgate, London, E.C.2—

Please send full details of the Progressive Savings Scheme

Name

Address

Rating or Rank..... Age next birthday.....



Operating at speed in Loch Long is H.M. Submarine Rorqual, one of the Royal Navy's new Porpoise class. She has high underwater speed and great diving depth and is capable of long endurance both surface and submerged. She has a complement of six officers and 64 ratings.

We may have been cleaned out—but the system works

RORQUAL FINDS LA SPEZIA WEATHER JUST LIKE FASLANE

Much travelled submarine spends month in Mediterranean

WHEN H.M. Submarine Rorqual sailed from Faslane on January 29 she was confirming her reputation of being the most widely travelled boat of her class, for when she returned at the end of February she had, since October 1958, been as far afield as the United States, the West Indies, Bermuda, Gibraltar, France and Italy. "Join the Navy and see the world" really does seem to apply to Rorqual-ites.

Gibraltar was reached on February 3 after a journey during which the weather had been pretty bad until half-way down the Portuguese coast.

During the journey the Second Coxswain cast a jaundiced eye over the paint work but with the onset of blue skies and an almost flat sea even he was affected by warmth and sunshine.

GIBRALTAR

Gibraltar is just the same as ever—crowded streets, Indian bazaars, steep winding roads and a parking problem every bit as bad as that which faces Mr. Marples in London.

The buying of "rabbits" at Gibraltar was delayed, for Rorqual was off to La Spezia. The hopes of a month's sunny interlude were dashed, for the wind coming off the Italian Alps was bitterly cold and rough.

The ship arrived in La Spezia on February 8. Freezing and blowing it felt just like Faslane but it was pleasant to be "foreign" again.

The Italian Navy in general, and the submarine Leonardo da Vinci in particular, were hosts for the duration of the visit and no pains were spared to ensure that the short stay was a success. The sailors were accommodated in the barracks although everyone continued to be victualled in the boat.

LANGUAGE OF FOOD

The ship's company found that although their beds were very comfortable, standards of hygiene differed considerably.

Each day the ship was at sea a number were left on shore and one "bunch" under the guidance of the T.A.S.I. came to an extremely amicable arrangement with the chef in the barracks. For a small fee that "bunch" lived quite royally. It was never discovered what language they used for the T.A.S.I. spoke no Italian and the chef spoke no English. The language of food must be the same as the language of love—the same in any language.

Whilst at La Spezia a bus trip was organised to Florence and, in spite of pouring rain, was thoroughly enjoyed. It was unfortunate however that the trip was arranged for a Sunday for all the main galleries were shut. Thus it was that the main party, after travelling 2,000 miles and getting to beautiful Florence, ended up in a cinema seeing Brigitte Bardot in "Sexy Girl." But who can blame them? Florence on a wet Sunday night is probably as inspiring as Glasgow on a wet Sunday night. Any way—what's wrong with Bardot?

After a week in La Spezia Rorqual sailed for Nice and those on board spent a lovely two days there. Nice has just one—and only one—disadvantage—It is very expensive.

The ship's company found and patronised their favourite haunts and the wardroom were permanently ensconced in the Casino working a highly efficient system at roulette. The best remark of the visit came from the wardroom—"We may have been cleaned out—but the system *does* work!"

REASONS FOR BANKRUPTCY

Back to Gibraltar where everyone with any money left bought "rabbits." Those who had no money left were busy preparing their reasons for their state of bankruptcy for their wives.

Rorqual sailed from Gibraltar on February 23 and arrived back at Faslane after 30 days on February 28.

UNITED STATES SUBMARINES AT FASLANE

FOLLOWING exercises in the North Atlantic four U.S. submarines, Odax, Darter, Trumpetfish and Tirante, paid a week-end visit to the Third Submarine Squadron on February 19-22.

The Squadron's welcome was as warm as the weather was frigid. They arrived alongside in a blizzard, but, undeterred, were soon on the way to Glasgow to do some shopping. Scottish tweeds were in great demand.

Coach trips, dances and social evenings were arranged, and thoroughly enjoyed by both guests and hosts.



U.S. Submarine Odax comes alongside, Trumpetfish is in the foreground.

News of other Navies

U.S. Navy to modernise its many Destroyers

HELICOPTERS CARRIED

By DESMOND WETTERN

THE U.S. Navy is planning to modernise its vast war-built destroyer and destroyer-escort fleet. The modernisation programme bears some similarity to the Royal Navy's Type 15 and Type 16 conversions of destroyers into frigates. Under the first type of refit the modernisation will be confined to the fitting of new A/S. weapons and radar and electronic gear.

Under the second, larger-scale conversion, known as FRAM II, the 3-inch A.A. guns will be removed together with the torpedo tubes and depth charge racks. In their place a helicopter deck, new type Asdic gear, improved electronic equipment and, when available, the A/S. weapon Asroc will be fitted.

BASE IN SPAIN

The destroyers Charles S. Sperry, Zellars, Massey, Robert K. Huntington and De Haven will be among the first ships to undergo the FRAM II conversion. Work on De Haven has started at San Francisco while the other ships will be taken in hand at Norfolk Naval Yard.

The 120-million-dollar base for the U.S. Navy at Rota, Spain, has now been completed. It is a 6,000-acre site about 12 miles long in Cadiz Bay. For U.S. Naval aircraft there is a runway of two miles in length and another of half a mile. A 1,000 ft. pier can handle two carriers at the same time. Base staff numbers 2,500. The base is technically Spanish and the Americans are "paying guests" until 1963. After that there is a clause in the agreement between the two countries which will allow them to stay at the base till 1973.

NETHERLANDS

Negotiations are reported to be under way for Holland to buy a nuclear reactor from the U.S. to power a submarine.

AUSTRALIA

The veteran cruiser Hobart, which has lain in Extended Reserve at the Sydney Naval base for some years, is shortly to be scrapped, as is one of the two surviving "Tribal" class destroyers in reserve.

The new "Whitby" class frigates now building, Parramatta and Yarra, the only two so far named, are likely to be much improved versions of the Royal Navy's "Whitbys" and they will probably start life with the Seacat A.A. Missile.

No Darings for Foreign Legion

BY the time this article appears in Bprint, H.M.S. Daring will have arrived in Plymouth having completed the foreign leg of her commission.

Although both officers and men are looking forward to returning home, the time spent in the Mediterranean has been enjoyed. It has been a busy time but the many exercises have been more than set off by the enjoyable visits that have been made.

The ship left Malta on March 14 and after visiting Algiers, joined up with the Home Fleet for the passage home, arriving on April 1.

Apart from the visit to Algiers, the only visit the ship has made this year was to Bone, in Algeria. There was a curfew, which meant leave expired at midnight, but many people explored the highways and byways of this ancient town.

A great deal of the time ashore was spent in the unusual company of French Foreign Legionnaires—anyone who had ideas of joining the Legion soon had them dispelled.

GHANA PRIME MINISTER IN H.M.S. PUMA

THE Prime Minister of Ghana, the Rt. Hon. Dr. Kwame Nkrumah, P.C., a number of his Ministers, the Ghana Chief of Defence Staff and the Chief of Naval Staff embarked at Takaradi in H.M.S. Puma, to watch a demonstration at sea when the ship which was wearing the flag of the C-in-C., South Atlantic and South America Station (Vice-Admiral Sir Dymock Watson, K.C.B., C.B.E.), arrived for a four-day visit on March 16.

Two minesweepers of the Ghana Navy—the Yogada and Afadzato—took part in the display and at the conclusion steamed past Dr. Nkrumah in the Puma, commanded by Commander J. Marriott, R.N.

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THE ROYAL NAVAL ASSOCIATION

INCORPORATED BY ROYAL CHARTER

Patron: H.M. The Queen

Assets not touched during the year despite

FROM THE EDITOR'S CHAIR

The Editor has been taken to task by one or two branches because of the paucity of Association news on pages 12 and 13 of Navy News.

Shipmate scribes, the remedy is in your hands.

Branches up and down the country can always learn something from the successes—and failures—of other branches and the best method of getting news of other branches is to let the Editor know what is happening in your own branch.

The Editor is always pleased to receive articles from branches but his job is made difficult if articles refer to events which took place two or three months earlier and, of course, impossible if branches do not write to him at all.

At a recent debate at one branch the motion was "that the Navy News should give more Association news," but when a member pointed out that the branch had not sent an article to Navy News for the best part of a year the proposition was lost.

The most interesting thing to the Editor was that this branch celebrated its Silver Jubilee in December last and the Editor was not informed of this fact until March of this year!

Articles are still being received referring to Christmas parties held last December and January. Shipmates in the north are not going to be very interested in reading about a party in the deep south which took place three or four months ago.

The Editor fully realizes the difficulties of branch scribes—most of whom are "pressed men" but it is not entirely fair to blame the Editor for scarceness of news if he is not supported.

Please let me have your stories as soon as possible after an event has taken place. There is a wealth of good news in the various branches—it only needs putting on paper at the time.

purchase of new Standard CROYDON'S BANNER TO BE DEDICATED AT CHATHAM

THERE is encouraging news from the Croydon branch of the Royal Naval Association. From 1950 the funds dwindled year after year but the branch treasurer was able to report at the last Annual General Meeting that last year it was not necessary to touch the assets during the year under review despite the purchase of a new standard.

In a review of the past few months the chairman, Shipmate Lieut.-Cdr. J. L. Bates, R.N.V.R., says in October last the branch entertained No. 2 Area Committee and then followed with a grand social and dance at which about 400 attended. Four hundred is a large number by any standard for such affairs and on a wet evening the support was most gratifying.

The food for the evening was provided by the members and their wives and prizes were given by members and local tradesmen.

Since October the branch has been visiting other branches for social evenings. Purley can be regarded as the branch's "chummy ship," some Croydon members always attending Purley's meetings and some Purley members always being present at Croydon's. The two branches will be together for the Chatham Rally on Whit-Sunday. This is an economic arrangement for it means that coaches are always filled and there is no loss to either branch.

At the January meeting a suggestion was made to purchase a new Standard and immediately the money came in and the Standard was purchased without the need to go to the branch funds. One member gave £10 towards the cost. The Standard was displayed at the Annual General Meeting in February.

It was decided by a small majority that the new Standard should be dedicated on the parade ground at Chatham Barracks. It was pointed out that the barracks would be closing down in 1960 and the Chatham branch of the Association would be holding their last rally on that ground and it would be a fitting gesture to have the Croydon Standard dedicated on that occasion. The Chatham branch has agreed to this arrangement.

The branch chairman states that new members are enrolling but there are still a few vacant seats left in the meeting room. These seats could be filled if those who pay contributions would only give up one evening a month. The Branch Working Committee is out to make it a pleasure to attend meetings. Business takes only one hour.

In his report Shipmate Bates referred to the generosity of the branch members. He says "When money is required, out it comes." He feels that with the hardworking committee and the support of the members 1960 will be a most successful year leading to an even more successful 1961.

STANDARD FOR NEWCASTLE

SINCE the annual dinner of the Newcastle and Gateshead branch, which took place on January 30, things have been fairly quiet on the "Tyneside Riviera."

Quiet, that is, at the time of going to press. Before this article appears in print, however, the branch will be holding a dance in H.M.S. Galliope, at which "Miss Viewer" competition will take place, the winner going forward as Miss Royal Naval Association into the next heat.

The television cameras will be at the dance and the evening is expected to be one of Newcastle's best. (I shall expect a full report for the next issue, Editor.)

The annual dinner was Newcastle and Gateshead's thirteenth and, as usual, it was a first-class affair. Commander H. Row, the president, who has had a spell in "sick bay," proposed the toast of the guests and the response was given by Captain I. K. Tod, R.N.

Captain Tod stressed the vital importance of the Navy, and whilst agreeing that nuclear weapons were an evil necessity for the West, it was essential to have conventional weapons to deal with "bush fires."

NO CHANGE AT DURHAM

A PART from one change in the committee, the Durham branch will carry on this year with the same officers.

The March meeting, following the annual general meeting in February, was exceptionally well attended with one notable absence and that of the popular president Rear-Admiral Hutton, who looks like having to spend a few weeks in "sick bay."

During the current year it is hoped that Durham will be able to visit near neighbours in No. 11 Area. The first visit in this programme was to the Sunderland Club on March 16. About a third of the members were there, which augurs good for future visits.

The branch was also represented on March 20 at the dedication of the Bradford Royal Marines Association's Standard.

The Commander-in-Chief Portsmouth (Admiral Sir Manley L. Power), the Admiral Superintendent of H.M. Dockyard, Portsmouth (Rear-Admiral J. H. Unwin) and the Commodore, R.N. Barracks, Portsmouth (Commodore, the Viscount Kelburn) have become life members of the Portsmouth branch of the Royal Naval Association.

Film star Kenneth More was host at a cocktail party at Portsmouth on the occasion of a midnight preview of the film "Sink the Bismark."

Younger members should take more active part in Royal Naval Association affairs

SIXTY-TWO shipmates, their families and friends, attended the annual dinner and dance of the Twickenham branch of the Royal Naval Association on February 27.

After a most excellent dinner, the president of the branch, Shipmate W. Palmer, proposed the loyal toast.

In proposing the toast of guests and visitors, the president welcomed the Mayor and Mayoress of Twickenham, Alderman and Mrs. Bostock, also the chairman of No. 1 Area, Shipmate A. Bates and Mrs. Bates, Shipmate C. Wheeler, member of the National Council and Mrs. Wheeler, the secretary to No. 1 Area, Shipmate A. Wootton (who is also National Standard Bearer) and Mrs. Wootton, three shipmates from the Star and Garter Home, Richmond, Surrey, and visiting shipmates and their wives from Barnes and Mortlake, Stanmore and Elstree and the Wembley Branch.

Responding, the Mayor of Twickenham, in addition to being very humorous, considered the serious side of Association life and spoke highly of the Association and its good work in preserving the form of life we desire.

The toast of the Association and the Twickenham branch was presented by Shipmate A. Bates, area chairman, who spoke of the words "comradeship" and "unity," and the ability to help our shipmates whatever the circumstances and stressed the point of younger members taking a more active part in Association business.

In a brief response, the branch chairman, Shipmate W. Clifton, thanked all shipmates, and especially the ladies, for their loyal support and generosity and for the happy spirit that existed in the branch.

The toastmaster for the occasion was Shipmate S. Whistler, and a most successful evening was rounded off by dancing to the "Westonaires" until midnight.

The branch itself is still progressing slowly but surely with two more new members enrolled in the New Year.

Social activity since the New Year has been very good, and numerous visits have been made to "chummy ships" and local organisations.

Our offer to visit other branches still stands, shipmates. Already three dates have been received for church services and dedications. Have you fixed your date and details yet, Coventry branch and Whitstable branch? Remember the little chat we had last year regarding the same? Will be pleased to hear from you. Also, stand by Worthing branch. We are looking forward to visiting you again as soon as the sun shines.

No doubt the shipmates at Plymouth are getting ready to receive the conference and we at Twickenham wish you the best of luck. Twickenham will be represented.

W. CLIFTON

CHURCH PARADES HELP TO GET MORE MEMBERS

THE Lewisham branch of the Royal Naval Association will be holding its Annual Church Parade Service at St. Mary's Parish Church, Lewisham, S.E.13 on Sunday, May 1.

This church parade, usually so well attended, and which helps to keep the name of the Association before people and thus helps to attract more members, not only to the Lewisham branch but to other branches throughout the country, deserves the support of all branches in the vicinity of Lewisham.

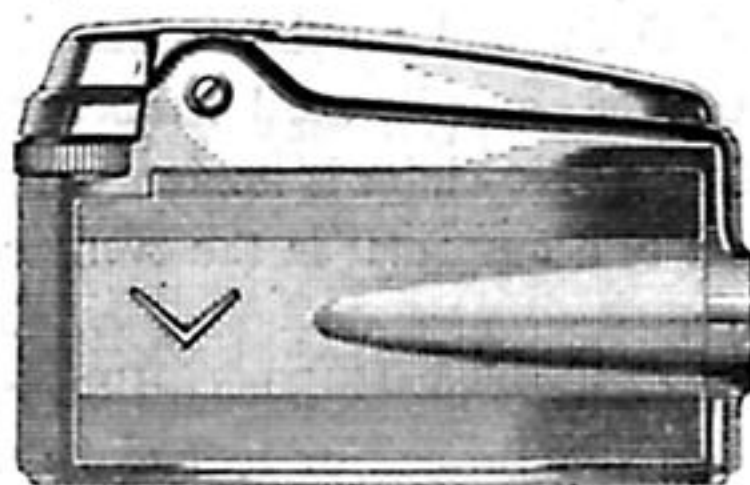
This year the parade will assemble at the Clock Tower at 10.15 and, marching along High Street to the church will, after the service, march to the War Memorial where the salute will be taken by Commodore Sir Roy Gill, K.B.E., R.D., R.N.R., assisted by Cdr. R. H. Palmer, O.B.E., R.N.V.R., Lieut.-Cdr. H. M. Pinnell, R.N.V.R., Alderman J. A. Cox, J.P., Mayor of Lewisham and the Mayoress. After the march-past the parade will proceed to the Royal Naval Association Club and then disperse.

The parade will be headed by the Brass Band of Tooting and Balham Sea Cadet Corps and Lewisham Sea Cadets will provide an armed escort.

The organisers ask for the co-operation of other branches with standards and escorts. Branches should obtain full details from H. A. Plumb at the Lewisham Headquarters, 6 Slaitwaite Road, Off Morley Road, Lewisham, S.E.13.



Something to write home about!



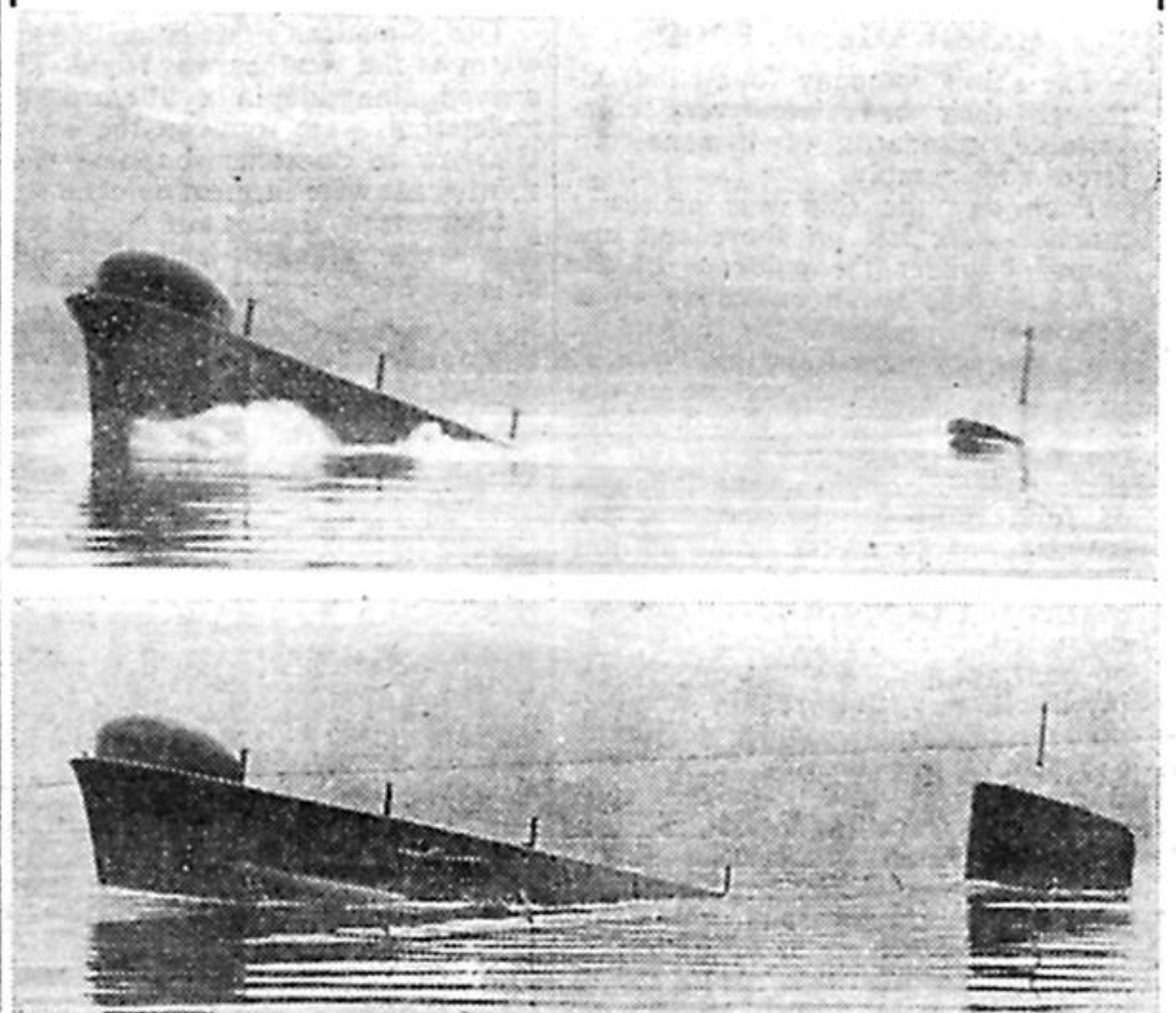
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'UP SHE COMES'



Two photographs of H.M. Submarine Cachalot surfacing in the Gareloch

Dartford recommissions STEADFASTNESS OVERCAME APATHY

THE determination of half a dozen or so members of the Dartford branch of the Royal Naval Association has enabled the branch to "re-commission."

The "apathetic bug" began to affect members in 1956 and one of the determined stalwarts felt the reason was an absence of economic problems, plus television, plus members working overtime. The membership of the branch dropped to 12 of whom only six remained active.

These members were determined to keep the branch alive in case of any sudden emergency such as the need to assist a Naval widow or orphan.

One of them, talking to mine host of The Plough, Lowfield Street, Dartford, ascertained that a few old shipmates were in the habit of meeting each week to have a chat over a drink and as a result nine new very keen members joined the Dartford "Care and Maintenance Party."

At the recommissioning meeting

YOUNG AND OLD CATERED FOR AT COVENTRY

WHETHER it be entertaining in the remotest parts of the world or caring for earthquake victims, the Royal Navy has always proved its ability to adapt itself to the occasion whenever or wherever the need arises.

The members of the Coventry branch certainly proved this on two recent occasions—the children's party when some 150 to 160 children enjoyed a first-class show and again when the Ladies' Section held their third annual dinner for another generation, namely the Old Age Pensioners.

Both occasions were a credit to the organisers.

At the children's party there was a film show, organised games etc., followed of course by a bumper tea and each child was given a present.

The 50 to 60 guests of the ladies enjoyed a splendid meal and each was presented with a gift of 5s. and free drinks, whilst members of the branch entertained them.

These two efforts demonstrate how the Association—up and down the country—cares for both young and old.

A WINDMILL LOVELY



Vivacious 19-year-old Valerie Hill in the costume she wears in "Foreign Bodies," a trio in the 28th anniversary production at London's famous Windmill theatre. Valerie, born at Cardiff on July 19, 1940, left the Windmill in 1957 and for two years was in Paris, first at the Nouvelle Eve and then a Bluebell Girl at the Lido. A blonde with blue eyes, her measurements are 34", 22", 36".

on February 15 the secretary, Shipmate Lieut. J. W. Waterman, R.N.V.R. reported that the 1959 accounts showed a deficit, but having a "whip-round" the deficit was cleared and 1960 was started with a healthy balance.

The good ship Dartford is in service again, the Executive Committee being Chairman, P. K. Overy; Vice-Chairman, S. H. Bardoe; Hon. Treasurer, W. E. Green; Secretary and Welfare Officer, Lieut. J. W. Waterman; Committee Members, T. Thompson, S. J. Lee, and F. E. Barnes.

The branch will continue to meet on the first Monday of each month at The Plough. A summer programme has been prepared to visit various branches around the coast, starting with Brighton.

MOLESEY DETERMINED TO HAVE OWN H.Q.

THE Molesey branch of the Royal Naval Association held its annual dinner and social on February 6 when 50 shipmates and their wives were present.

The president of the branch, Admiral of the Fleet Lord Fraser was unable to attend and the vice-president, Lieut. Lloyd-Armstrong was also unable to be present, but the Mayor of Molesey, Councillor W. H. Smith was an honoured guest accompanied by Mrs. Smith. The mayor responded for the guests.

The chairman of the branch, Shipmate S. S. Emmens presented the secretary, Shipmate R. F. Prangnell

Kingston getting ready for silver jubilee

A BRANCH which will celebrate its Silver Jubilee this year is Kingston, President, Cdr. F. J. Hewitt, D.S.C., R.N., Chairman Shipmate J. Green. Efforts are being made to mark the occasion suitably.

The branch held a most successful annual dinner on December 19 and

Johannesburg branch helps 'Sink the Bismarck'

WITH this year only a couple of months old, so many things have already happened in the Johannesburg branch of the Royal Naval Association.

Our Annual General Meeting in January, was attended by the usual few. This year we managed to get a Shipmate to take on the "Scribes" job (Shipmate Kitts). The "Paybox" refused office for another year, on the grounds that he had managed to buy a new car, and wanted to give someone else the opportunity to do the same! So with only two changes, the old Committee, was voted to stay in office.

Our Birthday Party held on February 12, was well attended. Everyone had an enjoyable evening, and the Branch Welfare Fund gained some

with a wallet as a token of appreciation for his untiring efforts on behalf of the branch.

For the social, shipmates from the Edgware and Windsor branches joined the Molesey shipmates and altogether about 90 shipmates and their wives enjoyed a splendid evening.

The Annual General Meeting was held on February 11 and although the question of obtaining new members was discussed (this must be a "hardy annual" at all annual general meetings) there is no sign of inertia in Molesey.

The biggest obstacle appears to be that the branch has no place to call its own, but this fact has not caused too much despondency and the branch still lives in hope that a building will be forthcoming with "Royal Naval Association" over the door.

much needed cash. All the Ship's Company were hoping that the Royal Baby would be born that day, so that we could really celebrate, and "wet the baby's head."

Wednesday, March 9, the Skipper and his wife, were the guests of 20th Century Fox, at the opening night of the film, "Sink the Bismarck." The Publicity Management of 20th Century Fox, called on the Johannesburg Branch of the Royal Naval Association for assistance in arranging a parade, and a helping hand in decorating the theatre. The Association House Flag was very much in evidence in the foyer, and combined with a couple of posters, we had some publicity for new recruits.

A number of strange faces appeared at the theatre, wearing R.N.A. badges and ties. Later it was discovered, that they were members from way back, but had been "absent without leave!"

The Ship's Company, wearing blazers, badges and miniatures, certainly added colour to the foyer of the 20th Century Theatre.

Officers and Ratings from the S.A.S. Rand, the S.A. Naval Base, were there in uniform. The Witwatersrand Sea Cadets' Band, and a Detachment, paraded from the City Hall to the theatre, where the salute was taken by the Mayor. A number of members of the Naval Officers' Association of Southern Africa, were also present.

There is a lot of backroom activity going on just now, arranging an "uckers" contest. The final will be played in true Naval fashion, at the end of the year.

E. A. PARKER.

Almost same crew at West Ham

THE annual general meeting of the West Ham branch of the Royal Naval Association produced few surprises this year, the principal officers being re-elected.

Shipmate F. Read, the social secretary, had to resign from that office due to the after-effects of an accident just before Christmas. His resignation was accepted with regret for he had been doing a good job for the branch. He was, however, elected to the newly formed Main Committee. His place as social secretary was taken by Shipmate L. Kail.

At the meeting many things were

discussed, the main one being the need to attract more of the members to branch affairs.

The Battersea branch visited West Ham on March 12 and everyone enjoyed a fine evening. There appears to be a lot of talent at Battersea, the star being Miss Sheila Davies, who has a fine soprano voice.

The social secretary of West Ham would be pleased to hear from other branches regarding visits.

The names of Shipmates G. V. Prowse and L. Palk should have been included among the names of committee members of the Newton Abbot branch enumerated in the March issue of NAVY NEWS.

THE NAVY ESTIMATES

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BRAVED SNOW TO ATTEND DINNER

THE Huddersfield branch of the Royal Naval Association held a very successful annual dinner on January 29 at the branch headquarters.

The function was attended by some 60 members, their wives and friends, which included a small but very enthusiastic group from the Crosby branch, who braved a long journey through a very bad snowstorm in order to attend.

The guest of honour was Shipmate Wade, secretary.

Vice-Admiral Sir Douglas Holland Martin, Flag Officer (Home) presented the Boyd Trophy to Lieut.-Cdr. J. S. Barnes, R.N., Commanding Officer of 781 Naval Air Squadron on March 2.

SPORTS NEWS FROM THE NORE COMMAND

Cross-country entry doubled CALEDONIA WINNERS AGAIN

THE Nore Command Championships were held at Aylesford, over a course of five miles, on Friday, March 4.

This year we were delighted to see teams from H.M.S. Ganges, H.M.S. Hartland Point and H.M.S. Jaguar. This almost doubled last year's entries and made a far more interesting event of it.

Caledonia, who have won the championships for the last eight years, found that they didn't have it all their own way. Deal had sent a strong team and they ran well.

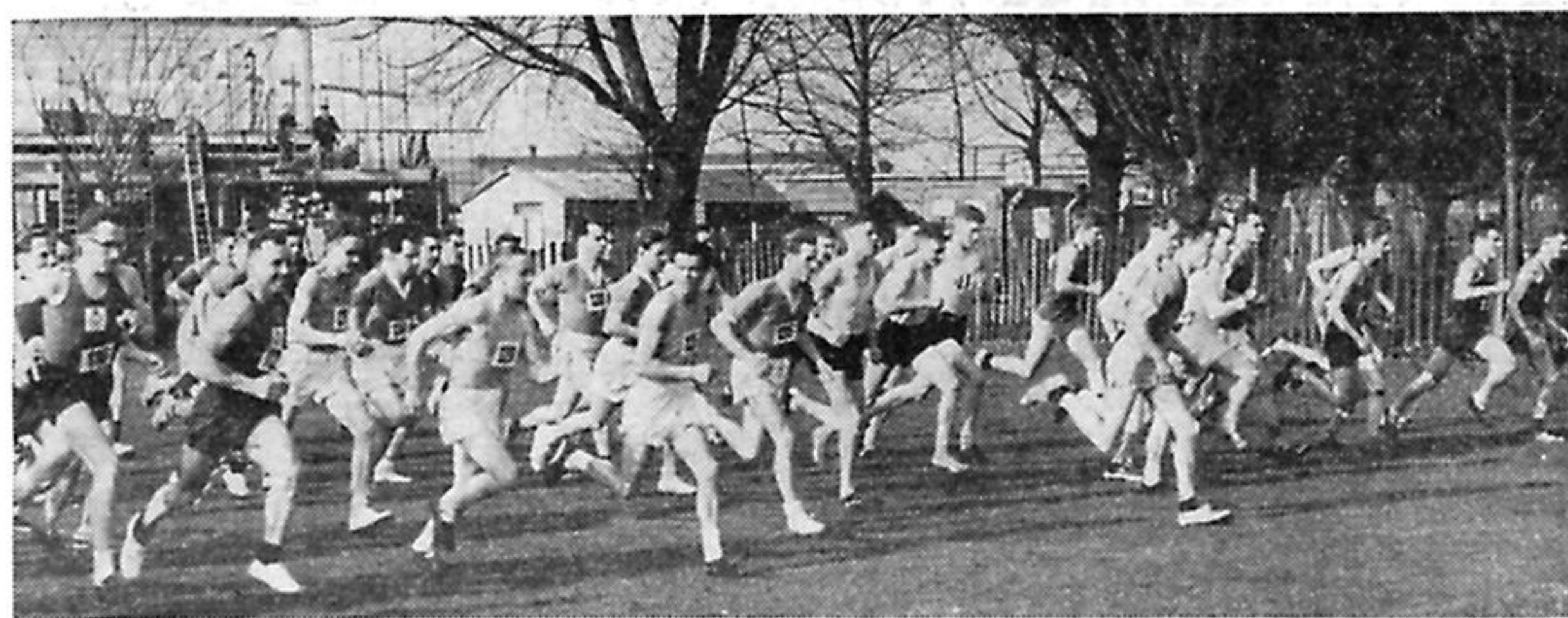
Individual Result.—1st E.R.A. App. Moore, Caledonia; 2nd Cpl. Halliday, Deal; 3rd

L./Stwd. Wetherall, R.N.B.

Team Result.—1st Caledonia, 2nd R.M. Deal, 3rd R.N.B., 4th Neptune, 5th Hartland Point, 6th Ganges, 7th Jaguar.

Command Team.—E.R.A. Moore, Caledonia; Cpl. Halliday, R.M. Deal; L./Stwd. Wetherall, R.N.B.; S.A. App. Southcott, Caledonia; O.A.3 Symmonds, Hartland Pt.; E.R.A. App. Herrick, Caledonia; Inst. Lt. Robson, Caledonia; E.R.A. App. Fisher, Caledonia.

In the Navy Championships Nore managed to move one place away from the bottom. Something that hasn't been done for quite a few years.



Start of the Nore Command Cross-Country Championships at Aylesford. (Photo: "Kent Messenger")

LAST MATCH FOR NORE COMMAND

THE Nore Command has played six games so far this season, having lost two and won four. The most important match was lost by 1 goal to nil against Portsmouth Command in the Inter-Command semi-final.

On April 6 Nore Command will play Deal Town, and this will be the last Association football match that the Nore will play as a Command team.

R.E.M. Ashworth, P.O. Young and Ck. Tosney, members of the Command side, have been selected to represent the Royal Navy v. Army at Aldershot.

In the Navy Cup H.M.S. Ganges reached the semi-final, but were defeated by Victory, 3 goals to 2. The R.N. Barracks are now fourth in the United Service League (Chatham), also they reached the semi-final of the U.S. League Cup, but were beaten by R.A.F. West Malling.

The Inter-part league competition in the Barracks consists of 14 teams, four of which are from ships refitting in the dockyard. On an average, seven inter-part games are played each week.

Nore command boxing

THE Nore Command finished in second place to Portsmouth Command in the Inter-Command Championships, 1959-1960.

This was only by the narrow margin of one point. Taking into consideration the limited number at their disposal this was a creditable performance.

The Nore team beat Tottenham and District, lost to Southend and District and beat the Home Counties District (Army).

Boxers from the Command also took part in open shows at Eltham, Woolwich, Battersea, Dartford, Bermondsey, City of London Police, Wandsworth and Clapham.

The following boxers from the Command have represented the Royal Navy this season:—L./Sea, Cumberland, A.B. Wood, A.B. Fuller, Cook Sach and Mne. King.

Mixed prospects for R.N.B. Chatham swimming club

AFTER assisting the Nore Command to win the R.N. Swimming Championships at Shotley last July the drafting authority at Haslemere has taken a heavy toll of the competition swimmers in this area.

So few are they that we have been unable to enter the Medway Swimming League (men) this year. Of the two outstanding swimmers left, it is hoped that M.E.1 Ramsham will successfully crack the existing 100 yds. Free Style Navy record this season.

In the Women's section the picture is a little brighter—although the numbers here are also rather few they have been entered for the Medway Women's League for the first time ever, and with their regular training periods and the recruiting of more members it is hoped that they will give a good account of themselves and so strengthen the Nore team for the coming Championships at Shotley in July.

Two Wrens at present in hard training are Jean Mackie, the winner of last season's Inter-Service Free Style Race, who hopes to retain it again this year, and a newcomer to Navy swimming Judy Coates from Worthing, who is clocking some very fast times over 100 yds. backstroke. Both these girls have been selected to swim

for the Medway Towns against the French team "Valenciennes" on Easter Saturday in the Barracks Pool.

The Barracks Swimming Club is being coached again this year by P.O. Chinery, one of the Navy's leading coaches, and with both he and P.O. Ogden at H.M.S. Caledonia to get the best out of our swimmers it is hoped to make Nore's last year in the Navy Championships another winner.

WINDMILL GIRLS CHALLENGE

A NEW dog-watch attraction in the Royal Naval Barracks, Portsmouth, is "go-karting."

The comparative stillness of the parade ground after working hours has been broken by the "pop-pop" of the karts as, amid the cheers of onlookers, they tear around the parade.

The news that the Royal Navy had taken up this latest sport has evoked a challenge from a team of Windmill Girls—a challenge which has been taken up with great pleasure by the "go-kart" enthusiasts.

It is expected that the match will take place on a Sunday early in May.



Wren Joan Mackie (nearest camera), free style, and Wren Judy Coates, back stroke, in training for the coming season. Both girls will swim for the Medway Towns against Valenciennes on Easter Saturday. (Photo: Pembroke Studios)

BASKETBALL IMPROVES AT CHATHAM

THE competition in the Medway area this season has been very keen and the R.N. Barracks team has made a much better showing than ever before. Normally from midway through the season the Navy in Chatham has gallantly supported the remaining 13 teams in the league table on its broad shoulders.

This year, however, R.N.B. Chatham is lying fourth, with seven more matches to play.

Unlike the civilian teams in the area, the team has been unable to keep together a regular eight or 10 players. They have, however, been fortunate from time to time in aug-

menting their strength with such well-known names as Kellow and Boniface, but never the two together.

The most exciting match of the season was just prior to Christmas, when R.N. Barracks beat the Iroquois team 57-51. Iroquois last year reached the quarter finals of the National Championships and were rather disturbed by such a result, much to the elation of the R.N.B. team. Incidentally Iroquois have not been beaten before or since in the present competition.

Due to players being drafted out of the area of late the team has not been quite up to its peak performance but we have every hope of finishing in the top three by Easter.

Wren's pick was worth £300



Miss Frida Larsen, P.R.O.R.M., Marine Barracks, Melville Barracks, Chatham, who has been a Wren for six months was the lucky winner of a magnificent prize in Michael Miles' "Take Your Pick" TV show on March 18.

Choosing key to mystery prize box number six, she turned down Michael's tempting offer of £42 cash for the key and opened the box of her choice to find she had won the night's star prize!

The star prize was no less than a complete kitchen. Not just the kitchen built by Peerless Built-In Furniture Limited, which itself is a wonderful self-assembly unit, but also a Prestcold refrigerator, a Bendix "Gyromatic" washing machine, a Tricity "Marquis" cooker and a set of non-stick saucepans. The whole prize was worth more than £300.

Not only was the prize a wonderful surprise for Wren Larsen but for her mother too. For Frida has arranged with Michael that the wonderful kitchen shall be built in her parents' Edinburgh home.



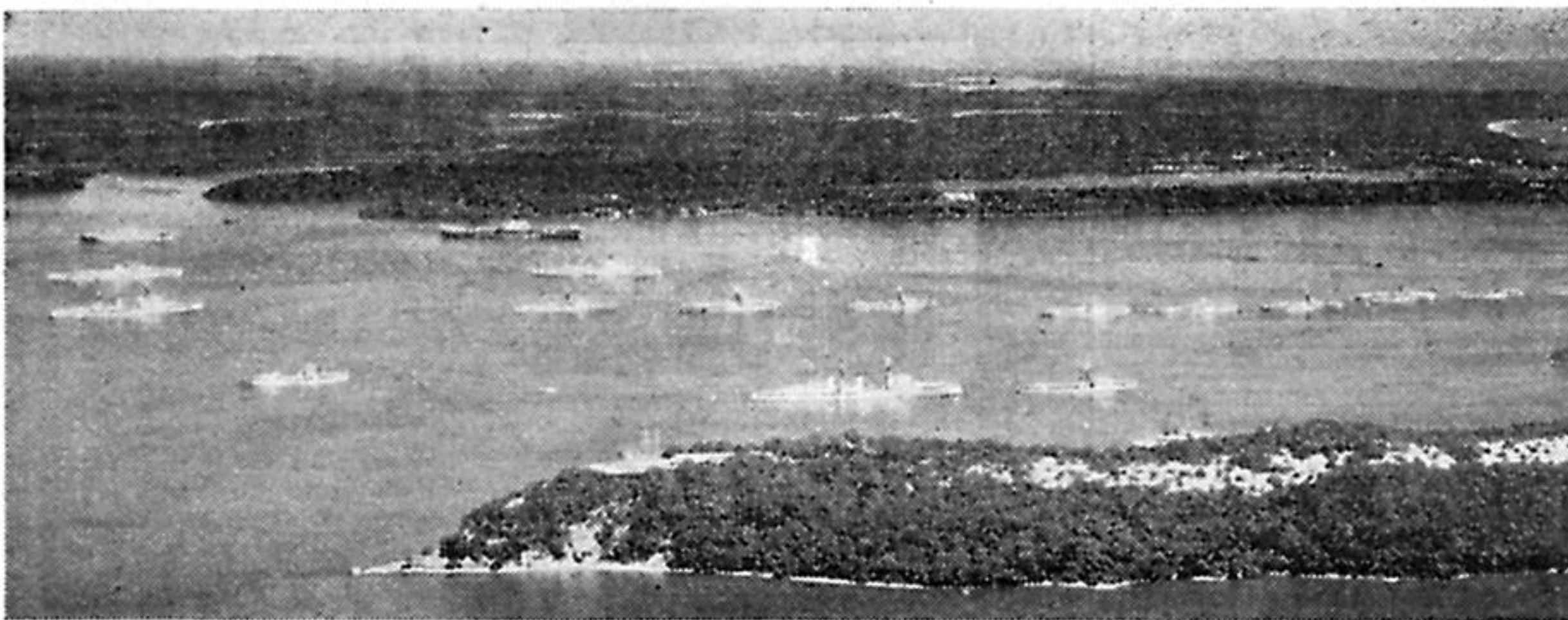
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Some of the ships of the Royal Navy with others from Australia, New Zealand, India, Pakistan and Ceylon in Trincomalee Harbour during Exercise "Jet 60"

Largest Commonwealth naval exercise ends in Far East

THE tenth and largest of the series of Commonwealth Naval exercises held annually in the Far East has ended. Taking part were ships and aircraft from Australia, Ceylon, India, Pakistan, New Zealand, Malaya and the United Kingdom.

Some 40 warships and 10 fleet auxiliaries were involved in the exercise, which commenced at the beginning of February, in addition to aircraft from Ceylon, India and Britain. Known officially as Jet 60, it was unique in that the Royal Malayan Navy took part for the first time.

The exercise in which the combined

Commonwealth force was tested in anti-submarine warfare, trade protection, minesweeping and carrier operations, was staged in the Bay of Bengal and the approaches to Cochin, Karachi, Singapore and Trincomalee. Assembled by February 19 under the overall command of the Commander-in-Chief, Far East Station (Admiral

Sir Gerald Gladstone, G.B.E., K.C.B.) were forces from Singapore under the Flag Officer, Second-in-Command, Far East Station (Rear-Admiral V. C. Begg, C.B., D.S.O., D.S.C.), the Cochin force under the Flag Officer Commanding, Indian Fleet (Rear-Admiral A. Chackraverti) and the Karachi force under Capt. (D) 29th Destroyer Squadron (Capt. S. B. Salimi, P.N.).

An opportunity was provided by Jet 60 to give senior officers of all participating nations the opportunity to take tactical command of a large number of ships under conditions of modern war.

Seven from Manadon in the Devonport Services

WITH winter at an end and spring here our correspondent at the Royal Naval Engineering College at Manadon has been looking back to those cold months at the end of the old year.

Just before the college went on seasonal leave, a large party of officers, their wives and girl friends went carol-singing around Plymouth and as a result a large sum of money was sent to the World Refugee Fund.

During the last week of the leave one course joined a party of apprentices from H.M.S. Caledonia in the Cairngorms, imitating yeti from the Himalayas. The base for operations, was the Rothiemurcus hut near Aviemore, parties of five spending two days at a time mountain walking and climbing. Unfortunately the weather for the first two days was poor but all things considered the week was both exhilarating and strenuous.

This term the various college teams

have had very full fixture lists, matches being played against Service and civilian teams. The 1st XV team, while not being as successful as was hoped at the beginning of the season, has been able to take comfort from the fact that it has had seven of their numbers playing regularly for Devonport Services. Of these, six have played for the Navy in the inter-Service championships.

It is the time of the inter-term competitions and the Manadon grounds resound to the hearty barking from supporters cheering their teams to victory in the six-a-side hockey, seven-a-side Rugby, and the football competitions during the "dogs."

During the coming Easter leave period a "combined colleges" hockey team will be visiting Western Germany and Berlin to play against Army and combined Services teams.

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A VACANCY exists for a Shipkeeper (Electrical) for the R.N.R. Division at Cardiff. Duties consist of watch-keeping and electrical maintenance in the C.M.S. attached to the Division; 5 1/2-day week of 44 hours. Starting basic rate, £9 9s. Priority given to ex-R.N. of Electrical Branch. Admiralty service employment benefits.—Apply to Staff Officer, H.M.S. Cambria, Cardiff.

A WIDOWER ex-C.P.O. is seeking a good reliable person to be his housekeeper for a bungalow in Chard, Somerset. A person in good health, round about 50, with no encumbrances, non-smoker preferred. To a person willing to do the work, shopping, cleaning, cooking and washing for one man I can offer a quiet and comfortable home and £3 per week. Interview in Portsmouth.—Please write to Mr. W. H. Wilson, "Lucia," Furnham Road, Chard, Somerset.

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FAR EAST FLEET SPORT

Three finals watched by over two thousand spectators

CENTAUR WINS BOXING TROPHY

AS the Far East Fleet concentrated in Singapore late in January, the opportunity was taken for the ships and squadrons to compete for the Fleet rugby, soccer, hockey and boxing trophies.

The dates on which the matches could be played were dictated by ships' movements. The draws for the rugby, soccer and hockey tournaments therefore looked a bit odd, each having three first round matches, two quarter finals and two teams receiving byes straight to the semi-finals.

There were some fresh names too. Centaur, Belfast and the 1st Destroyers were new to the station and the recently-formed 10th Submarine Squadron, Teredo, Ambush and Tactician, and the Inshore Flotilla, comprising the Woodbridge Haven and the 104th Minesweepers who recently arrived from the Mediterranean, were also competing for the first time.

There were several very close games. In the soccer, the 8th D.S. had a hard struggle to reach the final, beating the first D.S. (2-1) and Belfast (3-2) on the way.

In the rugby, the 3rd F.S. consisting

mostly of Pukaki's "Kiwis" had a magnificent battle in the semi-final against Belfast, whom they beat 9-6 in a magnificently hard fought game. On the other side of the draw, Terror's XV rallied twice in the last ten minutes of each of their first two games against Inshore Flotilla and Centaur to win through to the semi-final, where they met their Waterloo at the hands of the 9th (Australian) D.S.

In the hockey tournament, whilst the 1st D.S.'s powerful team had an easy passage to the final, Centaur's XI had three close matches against the 8th D.S., Terror and Belfast.

The three finals on February 12 were watched by over two thousand spectators. The Centaur's soccer and hockey teams both proved too good for their opponents, winning 2-0 and 4-1 against the 8th D.S. and 1st D.S. respectively.

The main excitement was provided

by the rugby final. In a magnificently hard and fast game the 3rd F.S. beat the 9th D.S. by a goal to nothing (5-0). The result could have gone either way and, indeed had the Australians had a good kicker they might have won.

The Fleet boxing tournament provided some good entertainment for all those who watched. The Fleet trophy was won easily by Centaur, whose team had been trained hard and well by P.O. Pearson (P.T.I.). The outstanding bouts were N.A. Gilbert's win over L.E.M. Sealey (Terror) in the welter-weight and A.B. Bleaney's (Belfast) win over A.B. McGuire (Centaur) in the middle-weight final.

The Commander-in-Chief, Admiral Sir Gerald Gladstone, G.B.E., K.C.B., presented the prizes at the boxing finals which were held in the gymnasium of the Royal Malayan Naval Barracks. The Flag Officer, Second-in-Command, Far East Station, Rear-Admiral V. C. Begg, C.B., D.S.O., D.S.C., presented the rugby, soccer and hockey trophies.

The final sporting event took place on February 13. Eight rating helmsmen competed in R.N.S.A. dinghies for the Malayan Area Cup. A closely contested race was won by P.O. Collins, of Caprice.

THE NIGHT OF A THOUSAND PINTS

FAR EAST STATION RUGBY DINNER

THE 1960 Far East Station rugby dinner, so far as is known the first to be held, followed the Fleet rugby final on February 12.

One hundred and eighty-eight rugby players, referees, organisers and followers attended the dinner, which was held in the Johore Hotel, Johore Bahru.

A 10-course meal of Chinese chow was served and over a thousand pints of beer helped the evening along.

The dinner was attended by the chairman of the R.N.R.U. (Far East Station), Surg.-Capt. (D) S. R. Wallis, and the president of the Naval Base R.F.C., Capt. H. G. Southwood.

In a short speech, Surg.-Capt. Wallis thanked the organisers of rugby on the station and particularly C./Sgt. R. Blackwell, R.M., for his hard work

as hon. team secretary of the Naval Base R.F.C. this season; hard work which contributed so much to the enjoyment of the rugby itself. He then presented C./Sgt. Blackwell with a tankard which had been purchased from the subscriptions of nearly fifty players who had represented the club during the season.

R.N. HOCKEY

The R.N. Hockey Knock-Out Competition, 1959/60, was won by No. 42 Commando who beat the Naval Air Station, Arbroath, 4-3.

NORE HOCKEY HAS A LEAN YEAR

THE Nore Command has played five games this season and one was cancelled owing to bad weather in January. The results, although disappointing, with one win and four losses, were no reflection on the standard of play by the Command side.

The Royal Navy in Chatham team has had a very full season with two games each week, except for a short spell in January when the weather was

very bad. The season's results have been quite good with the wins and losses breaking even, only three games were drawn.

R.N.B. INTERPART

Eight teams entered for this competition, three of which are from ships in the dockyard. The knock-out is being run with a loser's Plate Competition as well. Both the main competition and the plate are in an exciting stage. The Royal Naval Supply School are through to the final, and Hartland Point "A" Team are one of the other semi-finalists. The P.O.s' mess have reached the final of the Plate Competition.

HOCKEY COACHING COURSE

A HOCKEY Coaching Course was held in the Barracks Gymnasium on Wednesday, March 16, and was well supported from R.N.B. personnel and ships from the Dockyard.

It was conducted by three Kent County Hockey Coaches, led by Mr. Soper, the Secretary of K.C.H.A.

The Course consisted of theory in the Gymnasium and practical in the grounds of St. Mary's Island.

It proved to be of good value to hockey players of various standards, especially the demonstration of the offside rule and the different types of obstruction.

PORTSMOUTH WIN FOUR BOXING TITLES

THE boxing talent provided at the Royal Navy Open Boxing Championships at the Royal Naval Barracks, Portsmouth, gymnasium on March 30 augurs well for the Navy's chances in the Imperial Services Championships.

The Royal Navy Championships provided a splendid evening and Portsmouth took four titles, Home Air Command three, Nore two and Plymouth one.

RESULTS

Fly-weight: M.E. T. Weeks (Portsmouth) beat A.B. M. Fuller (Nore).
Bantam-weight: D. Edmonds (Nore) beat L.E. A. Childs (Portsmouth).
Feather-weight: A.B. R. Lee (Portsmouth) beat M.E. D. Miller (Home Fleet).
Lightweight: E.A. K. Ronaldson (Home Air Command) beat Marine K. Carter (Portsmouth).
Light welter-weight: R.O. 2 A. Phelby (Portsmouth) beat Marine P. Williams (Nore).
Welter-weight: L.R.E.M. W. Jarvie (Home Air Command) beat Cook J. Hamilton (Portsmouth).
Light middle-weight: Marine G. Chippendale (Plymouth) beat S.A. K. Miller (Portsmouth).
Middle-weight: P.O. D. Thorne (Home Air Command) beat S.A. D. Keogh (Portsmouth).
Light heavy-weight: R. Dryden (Portsmouth) beat A.B. K. Gleeson (Home Fleet).
Heavy-weight: Marine R. Sanders (Plymouth) beat A.B. J. Wilson (Portsmouth).

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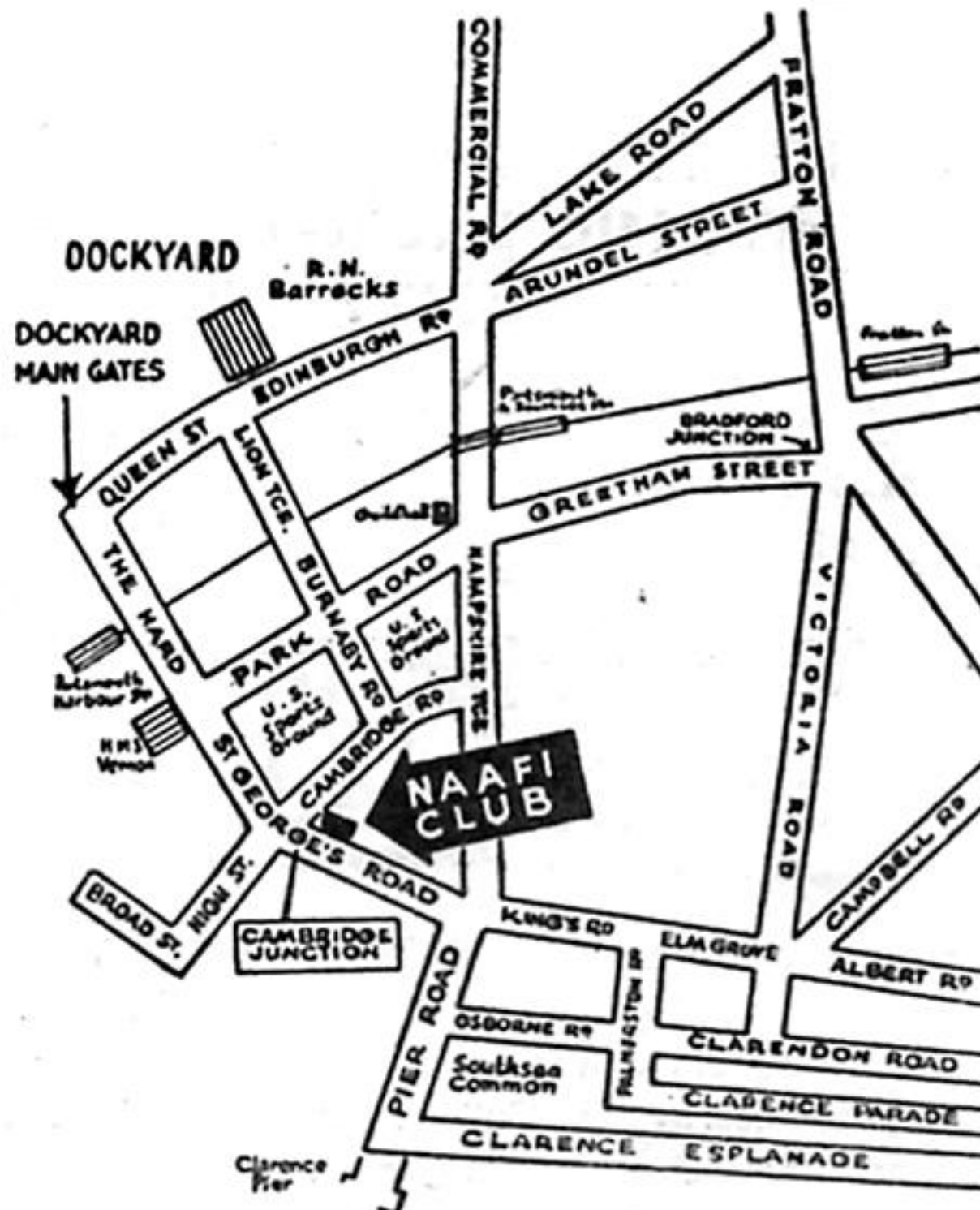
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